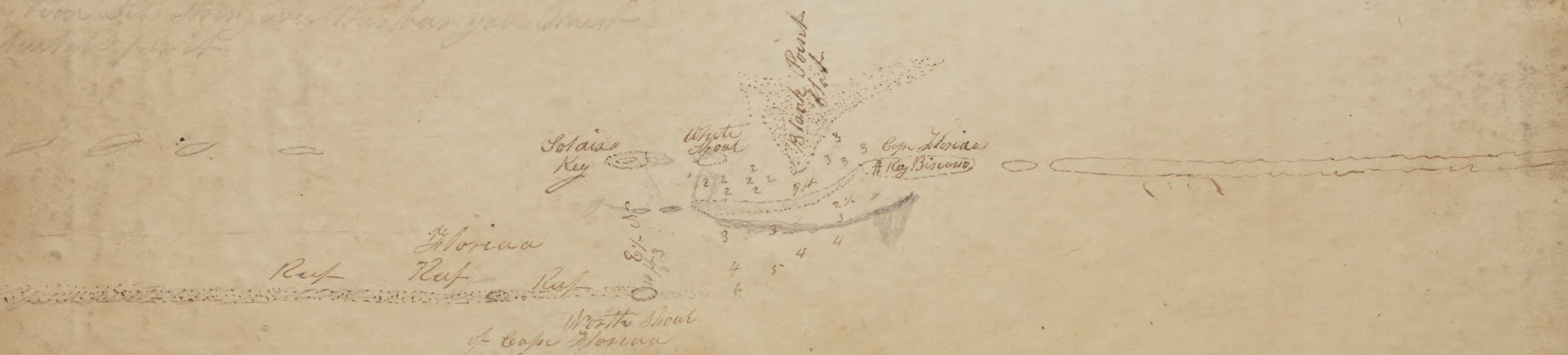
43/3

Directions for Sailing into Key Biscayne Harbour Cape Florida L House
run for the L House to bear West in 3 fathoms then Steer SSW until the Soldier
Key bears W then run direct for it until the L House bears N by E
continue the course until you make Black point & Shoaling your water
[illegible] which must be left on the larboard hand then haul up W or E until
the Light House bears N N E or N E by E then Steer for it hauling as you approach
to the Westward your Eye will be your guide. but you cannot carry more than
9 feet round Black Point but 3 fathoms after you get past it
the [illegible] over the bar you must
attention for it


Soldier Key
White Shoal
Black Point Shoal
Cape Florida
& Key Biscayne
Florida Reef
Reef
Reef
North Shoal of Cape Florida
2 2 2 2 2 2 2 9 1/4 3 3 3 3 2 1/2 3
3 3 4 4 4 5 6 4
3 1/2 3 1/3

Friday April 9th 1847

first part of this Day light airs from SE & clear weather at 6 PM Sailing 6 Miles Pr Hour & increasing up to 10 Miles to 6 am & then raining heavy at Noon clear & pleasant 2 Sail in Sight we have Sailed 172 Mile this Day on a NE by N course Latt by Obs 37.35 water green Sounded 75 fathoms No bottom Wind from SE Round to N by W

Saturday April 10 1847

First & Middle part Light Breezes from NNW to SSW & pleasant weather All Sail set at 3 am Wind SW Steering N by E we have Seen about 9 ~~Sail~~ of Ships Brigs & Schooners to Day & have Sailed or made ~~14~~ 85 Miles Difference of Latt. Latt by Obs 39.00 Latter part ~~Stiff~~ Breezes Sounded in 30 fathoms So ends the Day

Bring ~~Book~~ Boca chica Inlet to bear N then you are Near of Key West Pilotage that is when you are coming from the Eastward inside of the Keys or Reef

Mr Brown our Copper Smith began in 1843 & left 1844

Raccoon Key Light-House 15 Lamps
J C Skine Keeper
Supplied November 14th 1843

Tower is in good order Lighting apperatus clean had No Inside Burners to put on they being all Iron tops & we put on eight last year, put on Seven Outside Burners all the apperatus now in good Order. the Dwelling wants new Shingling otherwise in good order found the Oil Butts cleaned out I mention this circumstance because it is a rare thing in the Southern States to do So

Left November 10th 1842 . 479 Gallons of Oil, found on hand 162
317 Gls consumed
In 369 Days is equal to 313 Gallons pr year
Or 20 13/15 Gallons pr Lamp

Delivered	167	Gallons Spring Oil
	144	Gls Winter Oil
on hand	162	
	473	Total on hand
	152	Tube Glasses
2 Spare Lamps	30	Yds Cloth
in good order	15	pounds Whiting
	4	Gross Wicks
Long Burners 15	1	Buff Skin
Inch Reflectors	1	pair Scissors
	7	Outside Burners

George Town Light House 11 Lamps
Samuel N Marsh Keeper
Supplied November 21th 1843

Tower Since we Supplied it last year has had Some Small repairs upon it such as a new door & the uper part of the Tower cemented, the Lantern reglazed & with the Dome painted it is now considered in good order found the Lighting apperatus that is Lamps & Reflectors in & clean. we had no repairs to put on they were all Iron top Burners the outside Burners were about half burnt of & probably will last another Year but for fear they would not left them Seven new ones. Dwelling in a decayd State not worth Repairing

Left November 8th 1842 422 Gls of Oil
found on hand 120
302 Gls consum
In 378 Days is equal to 291 gallons per Year
or 26 5/11 Gallons per Lamps

Delivered	205	Gallons Spring Oil
	100	do Winter
On hand	120	
	425	Total on hand
	80	Tube Glasses
	22	Yards Cloth
2 Spare Lamps	11	pounds Whiting
in good Order	3	Gross Wicks
	1	Buff Skin
Large Burners	1	pair Scissors
15 Inch Reflectors	1	3 Gallon Measure
	1	Hand Lantern & Lamp
	1	Lamp Feeder
all Iron Top Burners	7	Outside Burners

Both good & Reflectors

Charleston Light House [illegible]
St Lo Mellichamp Keeper
Supplied [illegible] Nov 23d 1843
Tower Wants whitewashing
otherwise in good Order [illegible] the Lig[illegible]
Apparatus [illegible] for [illegible]
like the [illegible] the [illegible] Burners [illegible]
out had [illegible] a full set of [illegible]
he said that the Clock has been a great
trouble to him & that the old one is [illegible]
repairing ~~repair xxx~~ in Charleston [illegible]
finished will be put up again in the place
of the new one — Dwelling house [illegible]
[illegible] over the [illegible] [illegible] been [illegible]
upon it but [illegible] repairing, the [illegible]
Light is supplied with Oil from the L House Oil.

Left Nov 11th 1842	615	Gls of Oil
found on hand	30	
	685	
furnished by Supr Intd ...	18	
	663	Gls Consumed

In 377 Days is equal to 583 Gallons per Year
Or 44 11/13 Gallons per Lamp

Delivered	[illegible]	gallons Spring Oil
	[illegible]	[illegible] Winter Oil
On hand	30	
	634	Gls Total on hand
Long Burners	11	[illegible]
21 Inch Reflectors	24	[illegible]
	12	[illegible]
2 Spare Lamps	2	[illegible]
in good Order	1	Buff Skin
		[illegible]
		[illegible]
Two [illegible]	1	[illegible]
[illegible]	1	[illegible]
Repair [illegible]	1	[illegible]
	12	[illegible]

Tybee B. Beacon Light House 23 [illegible]
Wm J Butler Keeper
Inspected Nov 2nd 1843

Outer Towers has recently been whitewashed & Lanterns painted have now in good order Lighting apparatus that is Lamps & Reflectors very clean. The whole Set of Iron Tip Burners which we put on last year were taken off and the same [illegible] Set of Silver Tip Burners put on & some of them are now burnt down so that I think some of the remainder part of them will not last ~~[illegible]~~ another year there is another full Set in Savannah in the Collectors Charge Mr Mitchell should have put some of them on if they had been here the Outside Burners 15 in number were very much burnt out & ~~[illegible]~~ [illegible] a number ~~[illegible]~~ of [illegible] [illegible] of [illegible] [illegible] been on but a few months put on two Burners complete on the Spare Lamps Dwelling house leaky on the Roof 3 Lights Nov 15th 1842 1130 gls of Oil found on hand 212
Consumed in 376 Days is equal to 89 3 117 gls
Gls per Year or 38 [illegible] per Lamp

Delivered 654 Gls Spring Oil
200 " Winter Oil
on hand 205
1059 Total on hand

	13	Tube Glasses
3 Spare Lamps	46	Gas Cloth
good Order 3	18	Burner Wicks
	8	Buff Skins
Long Burners 21	5	Buff Sticks
6 Inch Reflectors	3	Wick Scissors
16 Inch Ref at Beacon	2	Burner Cups
took away 3 [illegible]	15	Iron Tip Burners
Oil Butt good 1	1	[illegible]
	1	[illegible]
	1	[illegible]
	1	[illegible]

Whiteshams Beacon Light House [illegible]
by W. H. [illegible] Keeper

Supplied December [illegible] 1843

[illegible] this establishment the year [illegible] the Lantern Deck leaky & both [illegible] found Lig[illegible] ing [illegible] in repair to make [illegible] & and outside wanting repairs, Dwelling House [illegible] is in Tolerable good order 3 Keeper absent on account of Sickness

Left November 19th 1842

501 Gallons of Oil
found on hand 85 do
416 Consumed in 379 Days is equal to 400 Gallon per year 33 4/10 Gallons per Lamp

Delivered 500 Gallons spring oil
125 Gls ~~Winter~~ Oil
on hand 85
5[illegible] [illegible]
101 Tube Glasses
24 Yds Cloth
Long Burner 14 [illegible] Inch Reflectors [illegible] [illegible]
4 [illegible]
1 [illegible]
4 Spare Lamps in good Order 3 [illegible]
[illegible]
1 Lamp Feeder

took away 7 Gallons 2 Sediment [illegible]

[illegible]

Sappelo Island [illegible]
[illegible]

Sufficient [illegible]
the outside of the [illegible] recently [illegible]
in Stripes [illegible] in the
Lantern [illegible]
in consequence of Small Shore birds not larger than
Snipes which [illegible] dead [illegible]
Side the Lantern [illegible]
than common [illegible]
had Sent to the Collector [illegible]
not obtain any [illegible] left them [illegible]
10 by 12. & the Lantern [illegible] 12 by 14 [illegible]
obliged to splice them. Lighting apparatus [illegible]
& inch [illegible] Reflectors [illegible]
in good Order. Oil Butts are good although
Some Plastered.

Left Nov 19th 1842

588 Gallons of Oil
found on hand 168
420 Consumed in 379
Days is equal to 402 [illegible]
Gallons for Lamp [illegible]

[illegible] Gallons of [illegible]
125 " Winter
on hand 160 do
583 Total on hand

2 Lamps in good Order
105 Tube Glasses
31 yards Cloth
15 pounds Whiting
Long Burners 14
2 Gross Wicks
[illegible] 1 [illegible]

Took away [illegible] Gallons Sediment Oil

[illegible]
fountain,
Glaziers Diamond

Butt on hand
[illegible]

St Simons Light House 9 Lamps
[illegible] Keeper
Supplied [illegible]

[illegible] in Dome
& Lantern [illegible] appear [illegible]
the Deck [illegible] much [illegible]
up & want [illegible] paint [illegible]
Oil Butt [illegible] gave [illegible] good [illegible]
ing Dwelling House was repaired last year
year & now wants painting & Whitewashing
& then it would be in fine Order [illegible]
on business to Darien
Delivered Nov 21st 1843

338 Gallons of Oil
found on hand . 59 "
279 Gls consumed in
In 378 Days is equal to 269 gallons per year
Or 29 8/9 Gallons per Lamp

Delivered 176 Gallons Spring Oil
101 " [illegible]
on hand 59 " Oil
336 Total on hand
[illegible] [illegible]
18 [illegible]

Short Burners 1 pounds Wick
9 Inch Reflectors [illegible] Buff Skin
1 [illegible]
2 Spare Lamps in good order [illegible]
1 Hand Lantern & Lamp
Lamp Feeder

Little Cumberland Island Light House [illegible]
Daniel Thompson Keeper
Inspected December 8th 1843

Found the whole establishment in neat in good order [illegible] Clean [illegible] Lamps [illegible] out & painted [illegible] a great [illegible] to [illegible] a Light House [illegible] only [illegible] Saves us time for we get through the sooner [illegible] of about our [illegible] to the [illegible] Light House the keeper a good one & a worthy one [illegible] A piazza to the front of the dwelling is much wanted

Left Nov 2 1842

	449	Gallons Oil
found on hand	104	"
	345	Gls consumed in 378

Days is equal to 333 Gallons per year or
22 [illegible] 3/15 Gallons per Lamp

Delivered	254	Gallons Spring
	100	" Winter
on hand	104	
	458	Gls Total on hand
	[illegible]	[illegible]
Lamps Burners	30	[illegible]
15 Inch Reflectors	[illegible]	[illegible]
	4	[illegible]
2 Spare Lamps	1	[illegible]
in good order	1	pair Scissors
	4	Burners Complete
	1	Oil Carrier
	1	Hand [illegible]
	1	[illegible]

Amelia Island. Light House [illegible]
Edmund Richardson [illegible]
Supplied [illegible] 1st 1843
[illegible] been recently whitewashed
Lantern painted [illegible]. A wall put
around the base of the Light Tower been made
for its preservation. & two acres of Ground which
encloses the Light House & Dwelling has been
fenced in [illegible] Dwelling has been repaired [illegible]
new shingles a new back piazza made & a
floor to the Front Piazza some new door [illegible]
put in & the Dwelling whitewashed & a new [illegible]
cistern made. Find the Lighting apparatus [illegible]
although it had been out of Tube Glasses a long time
put on Six Burners complete & Eight [illegible]
all now in good Order. Some of the Oil [illegible]
considerable [illegible] Rather good [illegible]
& the whole establishment in good order [illegible]
Keeper a good one an old Sailor & knows the [illegible]
Light. Left [illegible] 1842. 551 Gallons
of Oil found on hand 134
417 Consumed
in 377 Days is equal to 40[illegible] Gallons per year 28 11/14
Gallons per Lamp [illegible] 352 Gal. Spring Oil
127 " Winter oil
On hand 72
551 [illegible]

2 Spare Lamps in good Order	120	[illegible]
	28	[illegible]
	14	[illegible]
Long Burners [illegible]	6	[illegible]
Reflectors	1	[illegible]
[illegible]	1	[illegible]
[illegible]	6 [illegible]	[illegible]
Reflectors good	8 [illegible]	[illegible]
	1	[illegible]
[illegible]	1	[illegible]

St Johns River Light House in [illegible]
[illegible] [illegible] Keeper
Supplied December 5th 1843

Since we Supplied this Establishment the Tower has been Whitewashed once [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Lighting apparatus verry Clean & [illegible] the whole Establishment the Same [illegible] [illegible] out & painted [illegible] except [illegible] [illegible] have applied for a New Set of Reflectors [illegible] [illegible] them good & especially for this L. House [illegible] it is not Safe for any vessel to attempt to go over the Bar in the night. Dwelling House has been Repaired with a new Roof & a new [illegible] to the Front Room & the [illegible] [illegible] Ditto put in three Burners complete & [illegible] [illegible] Burner All now in good order & the keeper a good one

Left Decm 1th 1842 — 573 gallons of Oil
found on hand 94 "
479 Consumed
In 372 Days is equal to [illegible] [illegible]
or 33.814 Gallons [illegible] [illegible]

[illegible] [illegible] "
131 " [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible]
3 [illegible] Lamps [illegible] [illegible]
in good [illegible] [illegible] [illegible]
14 pounds Whiting
Long Burners 2 [illegible] Wicks
15 Inch Reflectors [illegible] [illegible]
1 [illegible] [illegible]
took away 33 Gallons 3 [illegible] new Complete
of Poor Oil 1 [illegible] [illegible]
[illegible] [illegible]

St Augustine [illegible] [illegible]
[illegible] [illegible]
Supplies December 1st 1842
[illegible] [illegible] [illegible]
and in good [illegible] [illegible]

Left [illegible] 1852
533
found on hand 170
363 Gas consumed
in 372 days is equal to 350 gall [illegible]
35 6/10 Gall per Lamp

Delivered 350 Gallons of oil
on hand 170
520 Total
10 [illegible]
2 Spare Lamps 20 [illegible]
in good Order 10 [illegible]
1 [illegible]
Long Burners [illegible]
14 Inch Reflect[illegible]

repaired [illegible]

Sand Key Light House 14 Lamps
Joseph Appleby Keeper,
Supplied Decm 14th 1843

all new Lighting apparatus
[illegible] was [illegible] in the Light House in July last [illegible] of the Keeper [illegible] with the common Lamps with Silver top [illegible] Brass casings & Cupps &c have [illegible] although fitted up in July the inside Burners were so much burnt out ~~[illegible]~~ we were obliged to take them of & put on a full Sett of burners the old glass were taken out of the Lantern & [illegible] new Glass put in Tower & Apparatus [illegible] in good order a Schooner has arived at Key West with all the Materials to build a Dwelling on the Sand Key for the use of the keeper the [illegible] water want extending which is on the east side of the Island it wants to be carried towards the North point to prevent the N Easters washing away that part of the Island oil Butts old & poor [illegible] new ones

Left Decm 19th 1842 . 524 Gallons of oil
found on hand 109
415 Galls consumed
in 360 Days is equal to [illegible] per year or
30 Gallons per Lamp

Delivered 585 [illegible] Spring Oil
on hand 76
661 Total on hand

112 [illegible]
28 Yds Cloth
14 pounds Whiting
8 [illegible]
2 Buff Skins
1 [illegible]
1 Lantern [illegible]
15 Burners complete
[illegible]
2 [illegible]

2 spare Lamps in good Order
Ring Burners 21
Inside Apparatus
took away 33 gallons poor oil
1.0 $ 15

Key West Light House [illegible]
Mrs B Maybrite Keeper
Inspection Decem 16th 1843

Tower in good con-
dition [illegible] repairing [illegible]
condemned two Oil Butts, worn out [illegible]
[illegible] in their place

Dwelling House in a [illegible]
condition & not worth repairing

Left Decem 15th 1842
708 Gallons of Oil
found on hand 209 Gls
499 Consumed in
366 Days is equal to 497 Gallons pr year
or 33 2/15 Gallons pr Lamp

Recieved 460 gallons [illegible]
Oil, on hand 209
669 Total on hand
112 Tube Glasses
30 [illegible]
2 Spare Lamps in good Order 3 15 [illegible]
5 [illegible]
2 Buff Skins
Lung Burners 1 pair [illegible]
15 [illegible] B [illegible]
[illegible]
[illegible]
1 [illegible]
1 [illegible]

[illegible]

Tortugas Light House 23 Lamps
John Thompson Keeper
Supplied December 19th 1843

Tower wants whitewashing & a New Door than would be in good order Lighting Apparatus Clean put on Eight Burners Complete & Nineteen outher Burners, with Reflectors Now All in good order Dwelling House in good order. Several of the Oil Butts poor. & nearly all of them a considerable rusted & tin So Much So that we were oblige to condemn two & have two new ones

Left December 20th 18~~4~~42

	958	Gallons of Oil
found on hand	217	
	741	Gallons Consummed

In 364 Days is equal to 743 Gallons per Year or 32 2/3 Gallons per Lamp

Delivered	820	Gallons spring
Oil On hand	70	
	890.	Total on hand
	144	Tube Glasses
Spare Lamps	40	yds of Cloth
in good Order	20	pounds Whiting
	10	Gross Wicks
Long Burners 15	2	Buff Skins
with Reflectors	1	pair Scissors
B	8	Burners Complete
Took away 147 Gls	19	Cabin Burners
Said to be poor Oil	2	Fountains
Repaired Oil Butts	2	Oil Butts
Soldered Eyes on Reflectors	1 – 10	Gl Canister new bottom

[illegible] [illegible] [illegible] Light House
2 — [illegible] Reflectors
[illegible] [illegible]
3 — Tin [illegible]
1 — 5 Gallon Measure
1 — 14 Gallon Oil Canister
1 Lamp [illegible]
1 Glaziers Diamon
1 Snuff Kettle

St Marks Light House [illegible]
A. P. Hungerford Keeper

Supplied January 1st 1844

at the Light House in the late Hurricane every building except the Light was swept away & all the Oil with the Oil Butts destroyed the water was Eight feet high inside of the Tower all new Lighting apparatus [illegible] up this day with a new Chandelier, 11 Inch Reflectors & Lamps & two spare ones wrapped [illegible] thinly plated at the top with silver five new Oil Butts with Covers to shut on & the first that [illegible] made this way for a number of years [illegible] that they ought to have been made in the first [illegible] Lantern leaky & Tower wants whitewashing

Consumed & destroyed Since the Supplies of

last year	645	Gallons [illegible]
and	66	Since furnished [illegible]
	711	
found	3	Gall on hand
	708	Total consumed & destroyed
Delivered	403	Gallons [illegible]
	153	Gls Winter
on hand	[illegible]	
	557	[illegible] Total [illegible]
	112	Tube Glasses
Long Burners the	30	[illegible] Cloth
Inch Reflectors	15	pounds Whiting
	6	Gross Wicks
	2	Boxes [illegible]
	1	Hand Lantern [illegible]
	1	Oil Butt new Bottom
	6	Oil Butts [illegible]

a New Dwelling for the Keeper [illegible] to be raised & finish Immediately 20 by 38 feet [illegible] Kitchen 14 by 16 [illegible] [illegible] [illegible]

Dog Island Light-House [illegible]
Florian [illegible] Keeper
Supplied January 4th 1844

A new Light House & a new Dwelling each of wood have been built since we Supplied the L House last year the old Lantern & Lighting apparatus was removed from the old Lt-House & put on to the new. Found the apparatus clean put on one burner complete & Six others Burners all now in good Order. Found one Butt with [illegible] & left on 2d hand, Butt with [illegible] in Bottom as there was not butts Sufficient to hold the Oil

Left January 4th 1843 538 gall of oil
found on hand 110
428 Consumed
in 365 Days is 428 Gallons per year is 30 8/14 Gallons per Lamp

Delivered 277 Gallons [illegible]
153 do [illegible]
on hand 110
541 Total on hand
9.8 [illegible]
18 [illegible]
Long Burners [illegible] 14 [illegible]
Inch Reflector [illegible] 6 [illegible]
1 [illegible]
2 Spare Lamps in 1 [illegible]
good Order 1 [illegible]
1 [illegible]
all [illegible] 1 Burner [illegible]
6 [illegible]

Oil Butt [illegible]

St Georges Island Light House [illegible]
David Atkins Keeper
Supplied January 5th 1844

Dome & Lantern leaky Tower cracked in several places window frames [illegible] Tower wants new cementing [illegible] Found lighting apparatus clean & light [illegible] good pattern 6 Burners complete & six [illegible] new in good order. Oil Butts cleaned [illegible] Some of them considerable rusted. will want one or two new ones the coming year

Dwelling House has had some small repairs such as a new entry floor & likewise th one of the front Rooms. the boards were put down with matching or Jointing. consequently the floors are very open & not suitable place for a family to live in the Chimney has been topped up a little higher but not high enough to prevent it from smoking.

Left January 6th 1843 583 Galls Oil
found on hand 100
413 Consumed
in 364 Days 414 Gallons [illegible]
per Lamp [illegible] 281 [illegible]
128 " [illegible]
On hand 100
509 [illegible]

2 Spare Lamps in good Order
80 [illegible]
20 [illegible]
13 [illegible]
Long Burners 13 & 14 Inch Reflectors
5 [illegible]
1 [illegible]
1 [illegible]
6 Burners complete
6 " [illegible]
2 New Oil Butts wanted next year
1 Oil [illegible]
1 [illegible]
2 [illegible]

St Joseph Light House [illegible]
Ephriam Knowles Keep

Supplied January 6th 1844

this whole establishment with the exception of the Tower wanting whitewashing is in good order Lantern has been recently fitted Reflectors good & Apparatus clean [illegible] two Oil Butts kept one pretty [illegible] with a new Bottom

Left January 7th 1843

	558	Gallons Oil
found on hand	213	do
	345	Consumed in

364 Days is equal to 345 Gallons per year or 23 Gallons per Lamp

Delivered	153	gallons Spring Oil
	155	" Winter Oil
on hand	213	
	521	Total on hand
Long Burners 15 [illegible]	112	Tube Glasses
Tin Reflectors [illegible]	31	[illegible]
	15	[illegible]
2 Spare Lamps	5	[illegible]
in good Order [illegible]	2	Buff Skins
	1	pair Scissors
	4	Burners Complete
	5	Cutting burners
	1	2d Hand Oil Butt

7 Oil Butts in good order

Revolving

Pensacola Light House 10 Lamps
Mrs Ingraham Keeper
Supplied January 9th 1844

Lantern & dome leaky Tower wants whitewashing found Lighting apparatus that is Lamps & Reflectors fair the Clock is now running well but has stopt at times in the course of the year past it has been three Months since it last stopt

Dwelling House wants painting & some repairs inside

Left January 10th 1843
417 Gallons Oil
found on hand 107
310 Gls Consumed in 364 Days is 310 Gallons per year or 31 per Lamp

Delivered 201 Gallons spring Oil
104 " Winter Oil
on hand 107
412 Gallons with what on hand
82 Tube Glasses
Long Burners 142 20 yds Cloth
Inch Reflectors 10 pounds Whiting
4 Gross wicks
2 spare Lamps in good order 1 Buff skin
1 [illegible] paper
2 [illegible] Burners
1 Glaziers Diamond

all Iron tip Burners [illegible]

Mobile Point Light House 21 Lamps
Ellis Morriſs Keeper
Supplied January 12th 1844

Tower has been whitewashed the past spring Dome & Lanterns leaky found Lighting Apparatus clean Reflectors were good except three which we took off & put on three fifteen Inch & two Burners complete & Eight Outside Burners the whole now in good Order the Small Hut of one Story & one one room which is the Keepers Dwelling has been repaired by having the room ceiled with [illegible] & a New floor overhead it is now quite a comfortable place & answers very well as he has no family Oil Butts were filthy for the want of care we were obliged to clean them out before we could put oil into them gave them a good overhauling & found them tight but some rusted

Left January 17th 1843
849 Gallons of Oil
found on hand 192
657 Gls Consumed in
360 Day is equal to 666 Gallons pr year or
31 15/21 Gallons pr Lamp

	Delivered 455	Gallons Spring Oil
	201	do Winter
	192	
2 Spare Lamps in good Order }	848	Total on hand
	150	Tube Glaſses
	40	Gas Cloth
Long Burners 15 & 11 Inch Reflectors }	18	pounds Whiting
	7	Groſs Wicks
	2	Buff Skins
Iron top Burners }	1	pair Scissors
took away 12 Gls [illegible] }	2	Burners complete
Oil	8	Outside Burners
Old [illegible] reflectors }	3 - 15	Inch Reflectors
	1 -	[illegible] Diamonds

Choctaw Point Light House 11 Lamps
Widow Carmelite Philibert Keeper

Supplied January 13th 1844

Lantern & Tower in good order. Lighting apparatus clean Reflectors several of them considerable pitted about 4 of them [illegible] ought to be [illegible] [illegible] [illegible] one New Oil Butt [illegible] will be made [illegible] year Dwelling House is [illegible] [illegible] woodwork wants painting inside

Left January 14th 1843 488 Gallons of Oil
found on hand 156
332 Gallons consumed
in 364 Days is equal to 333 Gallons pr year
or 30 3/11 Gallons pr Lamp

	Delivered 201	Gallons Spring Oil
	130	" Winter Oil
on hand	156	
	487	Total on hand
	77	Tube Glasses
2 Spare Lamps	22	[illegible] Cloths
in good Order	11	pound Chamois
	3	Gross Wicks
Long Burners 14	1	Buff Skin
Inch Reflectors	1	[illegible]
	1	Burner Complete
Took away 7 lbs	6	Conical Burners
Sediment Oil	1	Fountain

[illegible] [illegible] Burners

Sand Island Light House 14 Lamps
Samuel Jackson Super
Inspected January 17th 1844

Tower and Outworks [illegible] repaird Lantern [illegible] in Storms the rain drives under the Lantern & causes a considerable quantity of water to run down the inside of the Tower [illegible] the Lighting apparatus clean [illegible] good but on these Burners [illegible] [illegible] Outside gave the Keeper a Diamond as he had none Dwelling House in fair Order this Island last year was [illegible] by a heavy gale [illegible] nine feet [illegible] it since it has filled up but the [illegible] washing out is a great change [illegible] here last year

Supply January 15th 1843

	562	Gallons of oil
found on hand	114	
	448	Consumed in

364 Days is 449 Gallons per Year or
32 1/14 Gall per Lamp

Delivered	[illegible]	Gallons [illegible]
	177	" [illegible]
on hand	114	
	570	Total [illegible]
2 Spare Lamps in	100	
Good order	27	[illegible]
	14	[illegible]
Lamp Burners	3	Drop [illegible]
16 Inch Reflectors	1	Buffs [illegible]
	1	Pair Tubes
Oil Butts good	3	[illegible] Burners [illegible]
	4	Outside Burners
Iron Top Burners	1	Glaziers Diamond

Sand Island Light House 11 Lamps
Henry L McRea Keeper
Supplied January 20th 1844

Found this establishment in good order except the tower which wants whitewashing which the keeper would be soon done every thing is kept in fine Stile the keeper a good one being brought up upon the Sea & knows the good of a good light

Left January 20th 1843

	439	Gallons Spring Oil
found on hand	124	
	315	Consumed in 365

Days is 315 Gallons per year or 28 7/11 Gls per Lamp

Delivered	154	Gallons Spring Oil
	148	" Winter
	~~122~~ 124	
	426	Total on hand
	85	Tube Glasses
2 Spare Lamps in good Order	22	Gas Cloth
	11	pounds Whiting
	3	Gross Wicks
	1	Buff Skin
Long Burners 14 Inch Reflectors	1	pair Scissors
	3	Burners Complete
	4	Extra Burners
	1	Hand Lantern & Lamp
Fronts burners	24	panes Glass 10 by 12

Oil Butt good

Took away one box Glass 6 by 8 left last year but is too small for any house or light House

Cat Island Light House 10 Lamps
Reamond Curvey Keeper
Supplied January 22d 1844

Tower wants whitewash otherwise in good order found Lighting apparatus clean Dwelling House is leaky about the roof. Took away one old Oil Butt left one partly worn with a new Bottom the rest in good order the keeper is destitute of a Glaziers Diamond but have none to give him

Left January 21th 1843
417 gallons of oil
found on hand 70
347 Consumed in
366 Days is equal to 346 gallons per year
or 34 6/10 gallons per Lamp
Delivered 203 gallons Spring
148 Winter Oil
on hand 70
421 Total on hand
80 Tube Glasses
20 yds Cloth
Long Burners ⎫ 8 pounds Whiting
15 Inch Reflectors ⎭ 4 Gross Wick
1 Buff Skin
1 pair Scissors
2 Burners complete
2 Spare Lamps ⎫ 3 Cubic Burners
in good order ⎭ 1 Oil Butt partly worn with a new Bottom
Solar Eyes on Reflectors Repaired Oil Butts
a Glazier Diamond ⎫ Lantern Glass 9.11
wanted next year ⎬
an Iron top burner ⎭

Pass Christian Light House 5 Lamps
W B Kiern Keeper

Supplied January 22d 1844
Lantern Deck leaky Tow-
wants whitewashing the keeper said that
has got instructions from the Superintendent to
it found Light apparatus clean
a considerable worn oil Butt good
Some sutie

Left January 21th 1843
350 Gallons Spring Oil
found on hand 82
268 Consummed in
In 366 Days is equal to 268 gallons
year 334/5 Gallons for Lamps

Delivered 168 Gallons Spring Oil
100 " Winter
On hand 82
350 Total on hand
64 Tube Glasses
16 gas Cloth
Ling Burners } 5 pounds Whiting
15 Inch Reflectors } 2 Glass [illegible]
1 Buff Skin
2 Spare Lamps in } 1 pair Scissors
good order } 1 Burner Complete
3 Cotton Burners
20 panes of 10 by 12 Glass

all Iron top burners

4 oil Butts

Pleasanton Island Light Hous 11 Lamp
L S Waters Keeper
Supplied January 23d 1844

Repairs has been Made to the Light House Since we Supplied it last three New windows & a New door has been put in & two coats of whitewash has been put on Outside & in but it is now all off the outside of the Tower. found the Lighting apparatus remarkable clean for this establishment & all Butts cleaned out Dwelling likewise has been repaired with new floors & windows repaired & painted the whole establishment now in good order. the four top reflectors I found had turned to a Copper colour the Keeper said that they turned the first night they were put up last year

Left Janu 24th 1843.
429 Gallons Spring Oil
found on hand 107
322 Gls Consumed in
364 Days is equal to 322 gallons pr year or 32 2/10 Gallons pr Lamp
Deliverd 188 Galons Spring Oil
134 " Winter Oil
on hand 107
429 Total on hand
2 Lamps in good Order
80 Tube Glasses
20 Yds Cloth
11 pounds Whiting
Long Burners 14 [illegible]
Inch Reflectors [illegible]
4 Gross Wicks
1 Buff Skin
1 Pair Scissors
4 Burners Complete
7 Outside Burners
all Iron Top Burners
Tin oil Butts. Lantern Glass 11 by 12

Tchefuncta Light House 9 Lamps
Benjamin Thurston Keeper
Supplied January 24th 1844

the Tower in good order the land where it stands has been raised or filled up to a considerable depth around it with Sand Shells & Lime which has made a cement which will be a great Support to the Light House to prevent its washing Down in case of a heavy Storm upon the Lake found Lighting appts. Clean & reflectors good.

Dwelling wants raising up four or five feet & a Piazza put on the front as the family is verry Much exposed to the hot Broiling Sun in the warm Season it likewise wants painting it being a wood building & likewise a Breakwater is Much needed the Cistern wants repair as it is a considerable decayed Left Jan 25th 1843 413 Gall Spring oil
found on hand 46 "
367 Consumed in
364 Days is equal to 368 gallons pr year or
40 8/9 gallons pr Lamp

Delivered 276 gallons Spring Oil
117 " Winter Oil
on hand 17
410 Total on hand
Lamp Burners } 70 Tube Glasses
14 Inch Reflectors } 18 Yds Cloth
9 pounds Whiting
2 Spare Lamps 1 Gross Wicks
in good Order 1 Buff Skin
1 pair Scissors
took away 29 } 3 Outside Burners
46 poor oil } 2 Burners complete which was
all Iron top Burners } left two years past
5 Oil Butts good } glasses diamond much wanted

Pass Manshack Light House 10 Lamps
R Daniel Keeper
Visited January 24th 1844

Dome & Lantern leaky Tower wants a coat of the [illegible] Roman cement on the inside & outside to strengthen the walls to prevent its bursting or Collapsing it is a great wonder it has already stood as long. this present new keeper has recently took charge & is making a break water around the L House for it preservation. found Lighting clean lantern glass much broken & none to put in. Oil Butts much wanted repaired three of them condemned one & left one partly worn. Dwelling is much out of repair the keeper an [illegible] from the rooms wants all new plastering & repairs much wanted to the House Cistern is some damaged the keeper a good one by appearance

Left January 25th 1843
402 Gallons of Oil
found on hand 83
319 Consumed in 364
Days is the 319 Gallons for Year Or 31 9/10 Gls for Lamp
Delivered 198 Gallons of Spring oil
133 " Winter
on hand 73
404 Total on hand
80 Tube glasses
2 Spare Lamps in good Order
20 yds Cloth
10 pounds Whiting
1 Gross wicks
Long Burners 14 Inch Reflectors
1 Buff Skin
1 pair Scissors
1 2 handled oil Butt
took away 10 Gls pure Oil
3 Burners Complete
2 [illegible] Burners
In [illegible] Burners

New Canall Light House 9 Lamps
Thomas Beattie keeper
Supplied January 25th 1844

this Tower is now under repair Such as splicing the post, putting in new Lantern taken ~~[illegible]~~ Lighting apparatus clean Oil Butts rusty and one gave the rest a good overhauling repaired Several & 1 a New one reflectors fair

a New Dwelling House of wood one Story high 36 by 40 feet with four rooms was built last Fall the keeper now wants a kitchen built to do their work in

Left January 26th 1843 388 Gallons of Oil
found on hand 53 "
335 Gallons consumed
in 364 Days is 335 Gallons, by year is 37 2/9 pr Lamp

Delivered 230 Gallons Spring Oil
117 " Winter "
on hand 41
388 Total on hand
72 Tube Glasses
18 Jars [illegible]
9 pound [illegible]
1 Buff Skin
1 pair Scissors
10 Cotton Burners
1 Hand Lantern Lamp
1 Oil ~~Butt~~
3 Gross Wicks

2 Spare Lamps in Good Order

Long Burners 14 Inch Reflectors

Took away 12 g to pour back on Seal Oil

Oil butts will be wanted next year

Iron top Burners

[illegible] Bill of Bays St. Jo[illegible]
[illegible] Capall

Bayo St Johns Light House y Lamp
Robert Allen keeper
Supplied January 25th 1844

Dome Lantern & Tower very leaky & it always was. the tower is a frame building Clapboarded over & in rain storms it drive through in every part of the L House it stands upon pilings which are now decayed & the foundation will soon give away without it is repaired &c it is situated about half a mile into the lake & the causeway is so much destroyed that it is not safe, attended at times with great danger in going to tend the Light. the lightning Rod & the [illegible] gone. found Lighting apparatus [illegible] Oil Butts leaking consumed one & [illegible] a new one

Left January 24th 184~~4~~3
390 Gallons of Oil
found on hand 70
320 Gallons Consumed
In 364 Days 320 Gallons in year 35[illegible] per Gallon

Delivered 203 Gallons Spring oil
117 " Winter
On hand 70
390 Total on hand
24 Tube [illegible]
18 [illegible]
2 Spare Lamps in good order } 9 Pounds Wicking
2 [illegible] Knifes
1 Buff Skin
Ring Burners 14 } 1 Pair Scissors
Inch Reflectors } 2 Burner Cans
5 Cotton [illegible]
1 Oil [illegible]

Oil Butts will [illegible] repaired [illegible] wanted next year

Rail Road Light House 10 Lamps
J. H. Page Keeper
Supplied January 25th 1844
this Light is built of wood
that is it is a frame building & weather boarded
it always has been very leaky in storms
upon Ceilings. [illegible]
boarding found [illegible]
Sash runs well Reflectors good & fair
Dwelling House leaks some in the
Roof & painting some [illegible] repairs
put inside Such as mending the plastering of
the rooms [illegible]
Consumed

Left January 25th 1843.
416 Gallons of Oil
found on hand 143
273 Gall consumed
in 364 Days is equal to 273 gallons per
Year or 27 3/10 to Lamps

Delivered 140 Gallons Spring Oil
133 " Winter
on hand 143
416 [illegible]
8-11 Tube [illegible]
20 [illegible]
2 Spare Lamps in 10 [illegible]
good Order 4 [illegible]
1 Buff Skin
Long Burners 14 2 1 [illegible]
Inch Reflectors 3 Burner [illegible]
3 [illegible]

Repaired oil Butt

[illegible]

[illegible] Light House 30 Lamps

[illegible] R Crisk Keeper

[illegible] January 30th 1844

Window frames to the Tower are deca [illegible] Tower wants Whitewashing otherwise in good order [illegible] the Lighting apparatus Clean Reflectors good but on Eight Burners [illegible] fourteen Patent Burners all in good order

Dwelling wants General Repairs Cistern is Made out of [illegible] that it will not hold Water Oil Butts were painted [illegible] & left a new one in its place

Left January 31st 1843

955 Gallons of Oil

found on hand 180

775 Gls Consumed in 364

[illegible] equal to 777 Gallons per Year 25 gallons 27/30

Delivered 424 Gallons Spring Oil

355 do Winter

on hand 180

964 Total on hand

24[illegible] Tube Glasses

6 [illegible] 80 yds Cloth

[illegible] 30 pounds Whiting

4 Gross Wicks

[illegible] Burner [illegible] 2 Buff Skins

[illegible] 1 pair [illegible]

73. 8 Burners Complete

14 Patent Burners

[illegible] 10 1 Oil Butt

[illegible]

[illegible] Diamond

South Pass Light House 14 Lamps revolving
Robert Johnson Keeper
Supplied January 31th 1844

Light House in good Order as regards the building but it have gates in them So much that it will break the glass [illegible] Lamps to Large for the Tower. a New Keeper has recently taken charge of this Light & I think he will make a good keeper he has already made some Improvements around this establishment such as Raising the land around the Dwelling the land wants raising around the establishment & a break water, one half of the House have stood in Water the Dwelling wants Raising four feet the Clock have run well enough [illegible] have gone then at times [illegible] found the apparatus clean but the wicks in the Lamps which is done by being pounded [illegible] with a hammer the Oil Butt were [illegible] taken from the old L House [illegible]

Left Feb 3d 1843

	556	Gallons of Oil
found on hand	16	
	540	Consumed in 362
Days is equal to	544	gallons a Year or [illegible]
Gl pr Lamp	Delivered 353	Gallons Spring oil
	175	Winter
on hand	16	
	544	Total on hand
2 Spare Lamps	100	Tube glasses
in good Order	25	yds Cloth
	14	Pounds Whiting
Long Burner Body	4	Gross Wicks
21 Inch Reflector	1	Buff Skin
	1	pair Scissors
	2	Oil Butts
	15	Burner Canisters

The Pass Light House 29 Lamps
Samuel Hill Keeper
Inspection Feb 1st 1844

Lantern Deck & the Tower there are in good order [illegible] about four feet every thing [illegible] in the Light [illegible] Oil [illegible] and 2 painted [illegible] them [illegible] in good order. Reflectors fair

Inside of the Dwelling painted floors in the Front rooms [illegible] the Keeper a first rate one

[illegible] Oct 4th 1843

	941	Gallons of Oil
found on hand	270	
	671	Consumed in 362

days [illegible] 670 gallons [illegible] 23 5/29 Gls pr year

Delivered	230	Gallons Spring
	2[illegible]	" Winter
on hand	270	
	849	Total on hand
	150	[illegible] Globes
[illegible] Lamps	58	[illegible] Cloth
[illegible]	25	pounds Whiting
	10	Gross Wicks
[illegible] Burners 15	2	[illegible]
[illegible] Reflectors	2	pair Scissors
Gross	11	Burners Complete
	12	Outside Burners
	1	Hand Lantern & Lamp
	1	Lamp Feeder

Point [illegible] Light House 15 Lamps
Daniel Smith Keeper
Inspected February 6th 1844

The Tower is now [illegible] feet 8 Inches. Lantern & Lantern Deck leaking it is in consequence of all the lead being worn out of joints of the Stone [illegible] of one of the [illegible] (seam) a new door is wanted to the [illegible].

Some Small repairs are wanted to the [illegible] Such as Saddle boards to the ridge or roof. & a New Top to the Cistern is likewise wanted. The Keeper Said that he had Orders to put on these repairs & has got the Materials now in hand & would soon be finished condemned two Oil Butts being rusted out for want of Care & left one [illegible] Reflectors are poor

Left Feb 7th 1843

623 Gallons of Oil.
found in hand 194
429 Gls consumed in
364 (Days) is equal to 430 [illegible] a year or 34 [illegible]
Gallons pr Lamp Delivered 251 Gallons Spring Oil
175 do Winter
in hand 194
620 Total on hand
126 [illegible]
2 Spare Lamps in good Order } 30 [illegible]
15 [illegible]
5 [illegible]
Long Burners 15. Arch Reflectors } 2 [illegible]
1 [illegible]
1 [illegible] Box
1 Lantern & Lamp
1 2 [illegible] Oil Butts
3 Burners [illegible]
[illegible] Oil Butts } 7 [illegible]
4 [illegible]
1 [illegible]

Revolving

Grand Pt Vermilion Bay L House 14 Lamps
A C Butelus Keeper

Inspection Feb 7th 1844

the Lamps of the Lantern badly [illegible] found the Lamps & reflectors clean reflectors are good the Clock the assistant keeper now runs with the same being a poor one. he said that when he wound the Clock up it would move we made Staples & put them into the stone desk & secured it. Oil rather some of them very rusty and ~~[illegible]~~ gave them a good cleaning. Tower & Dwelling in good order

Left Feb 8th 184~~4~~3

	539	Gallons of Oil
found on Hand	150	
	389	Gl Consumed in
364 Days is 390 pr Year		or 27¼ Gl pr Lamp
Delivered	233	Gallons Spring Oil
	154	do Winter
on Hand	150	
	537	Total on Hand
	133	Tube Globes
	25	Yds Cloth
Spare Lamps }	14	pounds Whiting
Good order }	5	[illegible] Wicks
	1	Buff Skin
	1	Pair Scissors
Large Burners 15	1	Fountain
Inch Reflectors }	5	Burners Complete
}	5	Outside Burners

to be away three Gal best Oil }

[illegible] will be wanted }
[illegible] diamond }

We have now Supplied all the Light-Houses from George Town S Carolina to Vermillion Bay Louisiana. 36 in number & have Supplied them with the amount of Articles enumerated be

503	Lamps
10.960	Gallons of Spring Oil
4861	" " Winter Oil
3540	Tube glasses
1003	Yards Cloth
489	pounds Whiting
160	Gross Wicks
47	Buff-Skins
38	pair Sissors
108	Brass Burners
44	Iron Top Burners
201	Outside Burners
14	Hand Lantern
15	Lamps for do
7	Lamp feeders
12	Fountains
4	Caries
6	Glaziers Diamond
2	Wick Boxes
10	New Oil Butts
7	New Bottom Oil Butts
12	Butt Stands
3	— 15 Inch Reflectors
1	14 Gallon Can new Bottom

3 Month & 22 Days from the time that we Supplied the first Light-House untill we Supplied the last Light House & 4 Months & 5 Days absent from New Bedford

Schooner
Eliza
10/18/1844 - 2/22/1845

Articles return from the Winter cruise
n board) Schooner Gazelle

	Spring Oil
	Winter Oil
30	Shooks
39	Iron Top Burners
219	Brass Burners
96	Outside old kind
24	new O Side
1	Fountains
2	Cans
5	Lamp Feeders
1	Wick Box
2	New Oil Butts
1	2d handed new Bottom oil butt
24	Buff Skins
41	yds Cloth
18	15 & 16 Inch Reflectors
1	Clock
22	Drop Wick
12	pair Sissers

Commenced our winter Cruise. Friday Oct 18th 1844. finish Loading with a cargo of Supplies of various articles to Supply 30 Light Houses 503 Lamps.

Recd on board	9974	gallons Spring Oil
do ...	4971	" Winter Oil
Oil Returned }	1445	" Spring
on fall Cruise }	176	Winter
	16.566	Total on board
	18	Boxes Chimneys 3600
	1167	Yards Cloth
	224	Gross Wicks
	55	Buff Skins
	58	pair Scissors
	6	Glaziers Diamonds
	14	Bl Whiting
	100	C.S. Burners old pattern
	100	New Pattern
	240	Burners Complete taken in
	100	Glass holders
	12	Oil Butts

Set Sail from [illegible] Oct 25th 1844 at 11 Am Light breeze from South at 6 PM came to anchor one mile to the [illegible] of Round Hill Light House at 7.30 Calm & foggy. Called all My Crew into the cabin informed them of my intentions & rules & that I should try to treat them well & do everything to promote their happiness while on board & that I hoped that each one would try to endeavour to live in peace then time will pass more pleasantly away. I then prayed with them. that the Great being Our Heavenly Father would protect us & give the Seas & Winds [illegible] us & [illegible] consistant with his will to return us back [illegible] in Safety

Saturday Oct 26th 1844

at 8 am weighed anchor & Saild being abreast Light Boate at 11 am Shot on board Saw & ship tacked Ship to Westward at 1 PM past Seconet Rocks at 330 tackd ship to South West in Shore Newport L House bearing NWbyN 5 Miles distant fog heard of [illegible] at Midnight clear weather [illegible] Block Island South Light bearing [illegible] 7 Miles distant tackd Ship to the WSW

Sunday 27th Oct 1844

this Day begins with Light airs from West & clear weather at 2 tack Ship to SSW at 5 am Block Island Light House bore NbyE 3 Miles distant but in foggy at once wind came to North then [illegible] untill Day Light Light breeze and bearing SSE [illegible] [illegible] from the Westward [illegible] SE at 8 [illegible] Montauk Light House bearing NNW 8 Miles distant from which I take My Departure at noon we are now 30 Miles SSE from the L House this Day of 12 hours ends & Sea account begin Cloudy weather & ~~stiff~~ breezes from NE

Monday 28th 1844

begins with Stiff breezes from NE & cloudy weather all Sail Set making [illegible] [illegible] Course untill 5 PM Tackd Ship [illegible] Sailing 8 Miles pr hour Carrying Sail Double reefd Mainsail & [illegible] middle part clear weather at 6 am [illegible] [illegible] Several Sail Ships [illegible] at 9 [illegible] [illegible] Reef out Mainsail [illegible] [illegible] Soundings course we are [illegible] [illegible] our course to SW

at Noon got an observation in Latt 37.45 N
we have Gained 8 Mile pr hour the last 24 hours
according to Obs. but 30 Miles Short according
to calculation by Log.

Tuesday 29th 1844

commences with fair winds & fair breezes from
ESE Steering SSW. 6 Miles pr hour at
5 PM thunder & lightning [illegible]
Lower Sails Shift of Wind to the West
& then calm at 10 a wind came [illegible]
to N Stiff breeze 15 fathoms Steered [illegible]
Middle part Stiff breeze at Daylight
[illegible] in shore the N Carolina Shore about
off Roanoke Isl at 10 AM Made Cape Hatteras
L House Wind WNW blowing fresh

Wednesday 30th Oct 1844

this Day begins with Stiff breezes
from the NNW at 3 PM went around
the Diamond Shoal heavy Sea on from
SE a Number of Sail in Sight at Sunset
took to N at 6 made the Cape Light bearing
N take Stiff to SW [illegible] Mainsail
Middle part blowing heavy at 4 AM took
in flying Jib Sounded in 35 fathoms
at Noon More Moderate one Schooner
in company Sounded in 20 fathoms Latt
by obs 34.11

Thursday 31th begins with fine
pleasant weather wind [illegible]
Shift to North at 4 we took Ship to SW
Wind NNW all reef out the Topsail Look
out Shoal [illegible] at 10 PM [illegible]
Middle part blowing hard carried away the
flying Jib Stay & Split Mainsail
at 8 am in 11 fathoms on the SE end of
Frying Pan Shoal. Steered WSW [illegible]
[illegible] 7 Miles at Noon Latt Obs 33.27 N
fine pleasant weather Light [illegible] fathoms

Friday Nov 1th 1844

all these 24 hours Light Winds from N to
N W At Made George Town Light at 5 AM
Just as we ~~are~~ a Steering at Day light called all
hands a plenty to work to prepare for Supplying the
Light got our tackles up for hoisting out Long
boat Soon then we went to the Necessary preparation
made as Soon as we were enough to the Light
house to Lowered the boat to Start at 8 AM took
a Shore to have about Light House bearing W by N
¼ Mile distant Lowered the boats to Hester and
on Shore at 10 AM was favoured with a Strong
Flood tide & a remarkable Smooth time finished
with the repairs & Supplies at House we are
now 20 Days earlier than last year returned on
board at 2 30 PM filled away for Cape Roman
L House light air from E S E at 5 PM Saw S by E
Cape Roman L House bore W 5 Mile distant in
3 fathoms water tacked off Shore at 7 PM fresh
breeze from S W & beating round the Shoal
at Midnight come to anchor Raccoon Light bearing
N by W ½ W 4 Miles distant

Saturday Nov 2d 1844

all this Day fine delightfull weather
Supplied this Light House in the fore noon &
filled away for Charleston at 3 PM took a pilot
on board at 9 PM Sails over the Main Ship
Channel bar & came to Anchor 2 Miles above
the L. House at 11 PM being Light Winds Ends the day

Sunday 3d Nov 1844

all this Day fine pleasant weather got under
way at 8 AM light air & calms at 1 PM come to anchor
abreast of the City Myself & Crew went on Shore to
the Bethell Afternoon & Evening

Monday Nov 4th 1844

went on Shore & got our Supplies of Water & fresh provisions left Thomas Johns a poor Seaman who work his passage out with us on hopes to get employ returned on board at Noon got under way & [illegible] down to our anchoring place went on Shore with our [illegible] & got through at Sunsett at this place have to roll our Oil 7/8 of a Mile returnd to our Landing place no water in the Creek built up a large fire & remaind there untill the Tide flowd

Tuesday 5th Nov 1844

at 2 AM Started for the Schooner at 5 AM arrived on board at Daylight got under way for Tybee Light House, fine breeze from W at Noon Light airs Lat obs 32.30 about 30 Miles from Tybee L House [illegible] in Sight of Hunting Islands at 10 PM made Light Boat in Gaskins Bank Light [illegible] from the middle part pleasant

Wednesday 6 Nov 1844

this Day begins with Light air from West & fine weather at 3 AM Made Tybee Light bearing W by S at Noon the Light House bore West 8 Miles distant Calm at 2 past the Bar Light airs at 3 PM come to anchor abreast of Tybee Light House furled Sails got our Supplies of oil on Shore & rolled it about half away up to the Light House by Sunsett & [illegible] found out what was wanting for repairs to the Lighting apparatus returned on board

Thursday 7 Nov 1844

all this Day fine pleasant weather got through our Supplies & Repairs about 4 PM put in 25 burners complete a full set. burnt out a little over one year [illegible] made & they should have been wanted [illegible] at least 2 years

Friday 8th 1844

all this Day rainy weather
first Light winds & calms from SW to the
last wind at N E b E t E at 3 AM the revenue
Cutter got under way just below to go up
to the City & got So Much after Sail upon
the Schooner would not Mind her helm ran them
with us carrying away our cat Head throwing
our anchor in upon our Deck & carrying away
our Top Mast Stay &c hove up our anchor
& Sailed up about half a Mile into cockspur &
came to anchor the Day was with rainy
weather

Saturday Nov 9. 1844

got under way this Morning at Day Light
& proceeded to Sapelo Light wind at N W
at 6 AM crossed the Bar & when in 6 fathoms
Steered N W b S at Noon calm at Summit
North end of Wassabaw Island bore W N W 1/2
7 Miles Dist Latter part light airs from
S W b W

Sunday 10th 1844

at Day Light a thick fog set in at 8 AM
came to anchor Light airs from N E
at Noon Lighted up the Bay on Sapelo
bar bore N W of us 2 Miles distant hove up
our anchor & set all Sail for Do bay bar
Light Winds from E b E. at 5 PM past the
Bar buoy found that the buoy was gone & the N
Breaker Buoy at Ends came to anchor abreast
of Tybee Light House in 5½ fathoms at 7 PM
Held a prayer Meeting in the Cabin I have
had Dread of getting in over the Bar this evening
in when about a Mile to the N of the bar it
set in foggy & nearly calm then Lighted up
& a little breeze Sprung up & brought us up with the
[illegible] but now God My Heavenly Father
[illegible]

Monday 11 November 1844

Lying in Doboy Sound

at Sunrise Started with both Boats down down to wolf Island Beacon Light Houses & Supplied them a distance of 4 Miles returned back at Noon then went on Shore & Supplyed Sappelo Light House finished just before Sunsett a fine delightfull Day

Tuesday 12th November

first part of the Day thick fog Latter part Stiff winds from S E to South went to Darien See Many of My old acquaintance among them was Martin Hathaway & his wife both of New Bedford appeared Much engaged in the service of his Lord & Master & has just returned back had been distributing Bibles testaments & tracts & other religious books into four Counties Many familes were destitute of the Bible & Many could not read, returned back at 3 PM on board of our Schooner So ends the Day

Wednesday 13 November 1844

Lying in Doboy Sound Blowing fresh from South went on Shore & put in two 15 Inch Reflectors fine pleasant in the

Thursday 14 Nov 1844

at Day light got under way from Sappelo L House & proceeded over the bar fine winds from N & W & appearance of a Storm at 8 past the buoy outside the bar Stere SE. SSE. S. SSW. at 11 am past the buoy outside the Bar Steered W by W & W for the L House at Noon came to an anchor abreast of the L House in 6 fathoms went on board of the Shore boat landed our Supplies finished our repairs returned on board at ½ PM got under way & run up abreast of Mr J. B. King plantation & came to an anchor in 5 fathoms So ends this Day

Friday 15th Nov 1844

at 9 AM got under way & Sailed up to the Mouth of Jekel Creek & ran aground not being water sufficient to enter untill 3/4 flood floated Sailed through & pass St Andrews Sound & came to anchor about half a Mile to N W of Cumberland Island L House went on Shore & Supplied the L House sent Small boat on board with the Mate & two Men after more Oil. in trying to go along side got the boat athwart the bow & upset her lost 3 Oars & the rudder Returned on Shore got through took the Keeper as a pilot to pilot us through the inland Navigation into Cumberland Sound which is formed by that Island & Amelia Island, returned on board at Sunset got under way & Sailed up 5 Miles & came to anchor to wait for the following Morning the Day ends with cloudy weather wind N

Saturday 16th Nov 1844

all this Day fine pleasant weather wind from N got under way at Daylight & grounded on our way ran aground about 2 Miles to Eastward of Cabin bluff soon got off & about 3 Miles to Southward of the Bluff ran aground again because there was not water sufficient in the Reach to sail through it being flood soon floated off at 11 30 AM came to Anchor at the South end of Cumberland Island in Amelia Sound it being high water & to late for the tide to supply the L House the rest of the Day employed in getting Wood in Cumberland Island

Sunday 17 Nov 1844

Lying in Amelia Sound

All this Day fine Delightfull weather pilot left us this Morning held a Meeting forenoon & afternoon enjoyed the Meeting Much as usual in my former Meetings that I have held on board & I have always found it good & beneficial to do so when we strive to do good to our fellow beings whether Spiritual or temporal we are always blest when it is done & we give God the glory. but this is not always the case we are to much inclined to want to take a little to ourselves & sometimes take all to ourselves & give none to God therefore Rob our Heavenly Farther of his right & loose our blessing & bring Darkness to our own minds. O is not this the State of the Most part of professed Christians in this age of the Laodicean Church & the last age of the earth because that time has attached to it, the Amen. which means the last, O my Heavenly Farther Strip thy Servant of everything of a Sinfull nature Spirit of pride coldness dullness Stupidity Lukewarmness & indifference O I say as thy Ancient Servant said that I am like a Beast before thee O Lord Revive thy work in my Heart give me energy of Soul give me more Sacred zeal to serve thee, the true & living God, unite my Heart to fear thy name & be as holy in my sphere as thou Lord art in thine. O help me to put on the whole armour of God that I may be able to withstand all the fiery darts of the enemy & so I can be accounted worthy to Stand before the Son of Man acquitted when he shall come with ten thousands of his Saints to execute Judgement upon all & to reward all according to their works whether good or evil

Monday 18th Nov 1844

first & Middle part of this Day fine pleas
ant weather wind at South. at 6 PM wind
Shifted in a Squall at NW & then hauled
into NE got under way & beat up to the
Town Fernandina on Amelia Island & came
to Anchor at 9 AM the Light House situated
one & half Mile from this Town to the SE &
upon the highest hill there is upon the Sea coast
from the High Lands of Never Sink to Pensacola
we Supply this L House by going up a Small one
[illegible] narrow Creek the distance to the L House
4 Miles & can only get up with at high water got
through just by our Sunsite & turn'd on board
this Day was in a heavy Gale at NE.

Tuesday 19th Nov 1844

all this Day blowing all round the Compass
attended with rain & fog

Wednesday 20th 1844

all the Day wind from NNE first part of the
Day fresh Winds & a Scotch Mist Middle &
Latter part Blowing heavy got under way
this Morning & Sailed over on the North Side of
the Sound & came to Anchor Not in board of
South end of Cumberland Island went on Shore
& cut two Boat Load of Wood one Schooner
came in at 4 PM with Fore topmast gone &
fore Gaff Broke said Ves.l & went up
to St Marys: She sailed from N York

Thursday 21th 1844

blowing fresh All round the Compass

Friday 22d November 1844

still laying off Cumberland Island wind
Shifted in a Squall to the South blowing heavy
[illegible] the Sound over the Bar at evening
wind NE or little weather

Saturday 23 Novem 1844

Still lying in Amelia Island.
fair ~~calm~~ first part of the Day unsettled weather
Wind to Northward at Noon heard of but
to Lott on account of two to go out over
the Bar & to Supply St Johns Lt House

Nov 24th Sunday fine pleasant weather
Wind at North & N.N.W when in port
I calculate to remain there & devote the
Sabboth to the Service of the Lord in holding
Meeting on Board or on the Land. this Day
our Heavenly Father has Sanctifyed &
has told us the creatures of his Care & the
workman Ship of his hand to remember the
Day & Keep it Holy. Six Days God has given
to labour with our hands for the Support
of ourself & Family but the Seventh we
are to lay aside all Secular buisness & dev
ote this holy Day to the Service of our
Maker in contemplating his goodness & tender
Mercys & loving kindness to us unworthy creatu
res O how little has this Day in this age of
the World been Devoted to God as it should
be by professed Christians. it is a lamentable
fact - - - - - - - - held a Meeting in fore
noon & afternoon in My Cabin Doing
My Duty to God. & My fellow beings
praised be his great Name for his pres
ence to assist in So doing

Monday 25 November 1844
All this Day fresh winds from N.N.W
to N.N.E. & Clear weather got under
Way at Day light to proceed over the
Bar the pilot came on board & piloted us
out of the N Channel paid them Nine
dollars & eighteen cents Recpt of [illegible]
SS Co for St Johns River Lt House

at 10 am Run close on board the Bar where there is a buoy placed bearing SW by W ½ W from the L House it was two hours Ebb & breaking the whole length of the bar consequently dare not attempt with our boats it being to rough & now shall be oblige to Lay of & on untill the following morning at Sunsett blowing fresh at NE Just in sight of the L H bearing SW by W at midnight Just in sight of St Johns & ~~Cumberland~~ Amelia Island L House

Tuesday 26 Nov 1844

begins with pleasant weather & stiff wind from ESE Topsail [illegible] Lying with jib Sheets to windward at 4 am Amelia Light bore W by S Some appearance of a Storm over Ship the Southward calculated some to run into Amelia Sound again as there was No prospects of Supplying St John at 5.30 am the weather More pleasant bore away ~~for~~ St Johns again at 8 am arrived of the bar & when one quarter of a Mile wind Struck us aback Light breeze & by tumbling about & tide setting us toward the Breakers a pilot Boat came along Side with 3 Men to take us in as we had set our Colours soon a Small breeze Sprang up from SE [illegible] about half a Mile from the Buoy out side the Bar took Ship & Sailed in over the Bar without Striking & came to Anchor abreast of L House 3½ fathoms L H bearing S by W ¼ Mile from the Shore at 9 am went on Shore & Supplied the L House with the usual Supplies & put on the Necessary Repairs after, on board went & got about 6 Bushels of good Oysters So ends the Day

Wednesday 27 Nov 1844

Lying in St Johns River first Light airs & foggy at high water at 9 am calm could not get out at 11 am Sprung up fresh winds at E the Day was the Same

Thursday 28th November 1844

and part of this day Under Same winds Breeze from SW at 7 am calm but Little prospect of getting out to Sea this Morning as the tide runs verry Strong & runs in two hours after high Water pilot came on board to carry us out in case a breeze Should spring up a fine clear Morning at 8 am Light Breeze from the hove up our Anchor & Made all Sail Soon began to increase & at 9.30 past the bar were Smith had 14 feet water the Course out is E b S there was three Buoys placed the first about 300 ft outside the Bar in 3 fath the 2d about one Eighth of A Mile inside in Mid Channell to the South of it the Deepest water say 5 fathoms you then follow the Dry Shoal up which is on your Larboard hand which terminates in a point & a channell makes Down to the SE but haul to the Northard before you come up with the point of Shoal because a Middle Ground makes from it up to the point above the Lt House. but there is good anchorage any where. at 11 am wind hauled to the South tack off Shore working towards St Augustine at Midnight Light airs

Friday 29

Light airs Variable through the Day at 2 am Made St Augustine Light bearing SW by S at Daylight foggy at one time fog blind the Land at 6 am Lightwinds Made Light at 7.30 hove the Lead bearing SW as [illegible] [illegible] went on Then [illegible] [illegible] [illegible] [illegible]

[illegible] Smith times went in through a
Shoe to the South of the Bar the Shoals
has Made a little since last year returned on
board at 10 Am & Squared away for a long
Dangerous Route following the Coast of Flor-
ida & the Mosquito Key Abut at Noon
Light over & bottom Light House bearing
N by W 5 miles distant from which I take
my dep. Run in these 12 hours

Saturday 30 Nov 1844

All this Day Light air from S & SW
& calms we have only made 24 Miles distant
from St Augustine Light these 24 hours Lat 29 36
in Sight of the Florida Shore.

Sunday 1st December 1844

All this Day fine pleasant weather all Sail
set beating along Florida Coast towards
Cape Canaveral at Noon 7 Miles to the N & E
of Muskito River Wind to SSE & a Smooth
Sea

Monday 2d Decm 1844

All this Day variable winds & weather
beating towards Cape Canaveral at times standing
close in board of Land then out of Sight at noon
Sun Obscure Judge ourselves 8 Miles N [illegible]
of Cape Shoal Some appearance of Rain we
have want a Norther to waft us to the South
we have now been over three Days from St
Augustine & Not up With the Cape Shoal a
distance of only 105 Mile

Tuesday 3d Decm 1844

this Day has been a Changeable Blowing &
Raining we have tooken in Topsail Double
Reefed the Mails have been Set on board
at 8 Am then at in 40 fathoms ~~[illegible]~~ tacked Ship
at 5 Pm of Cape Canaveral in 10 fath
[illegible] until 11 Pm wore Ship a heavy

on made our Course Ely N & in 40 fth Stood in W. & Wly N. W & W untill 5 Am Shoal our water into 8 fathoms win hauld to the W tack Ship to SSW at Daylight in Sight of Land at Noon found by Obs we were in Latt 28.08 which is 10 Miles to Southd of the cape & are about 8 Miles from Land did not believe before our observation by the appearance of the Land that we were pas the cape untill our Observation prov to us the contrary & have we got where we were at 12 I cannot Account for it but verry happily disapointed - - - - - - going with all Sail Set fine breeze at W Steering SSE & fine pleasant weather

Wednesday 4th December 1844

All this Day Most Delightfull weather All Sail Set Wind N W W Sailing Close on board the Florida Shore kept in Sight of the Land all the Night past at 2 Am a Schooner Standing on our Course at Day light She was 6 Miles astern of us at 8 am past on the Shore by appearance two Large bodies of Rocks, we have been Sailing along this Shore Since Noon ~~untill~~ S by E. SSE. SE by S. S. SE by S untill Midnight then S by E. & South Noon Latt by Obs 26.11. which brings us up to a post that the U States Soldiers were Stationed in this Indian War. there is a Large House of two Stories & several Other buildings & a flag Staff. at 9 Am this Morning while it was Moderate Lowerd our Small boat & rowd to the Shore & Landed the Sea as Smooth as it possible could be there was a part of a Vessell which had been cast away got Some Iron bolts from her found Some pretty Shells returned on board at 10.30 past an inlett ~~at~~ but very Small but had the appearance of once being quite a large one as the River was large inside but now only large enough for a boat to enter

Thursday 5th Decm 1844

all this Day most delightfull weather with a Light Breeze from the west Sailing along the Coast of East Florida about one Mile from Land at 1 PM past a large, Steering South at 11 PM Judged ourselves near Cape Florida L. House & Nearly Calm came to Anchor in 6½ fathoms the remainder of the Night Calm the schooner that we past in the Morning at 3 AM past us this Morning at at 3 AM & bound for Havannah at 7 AM a Light breeze Sprung up from NE got under way the Tower of the L. House on the Cape bore SW by W Distant 6 Miles. we Steard SSE to Near Foweys Rocks. & the first breakers that we past on Biscayno Reef bore from the Cape Light House N W ½ W distant 6 Miles & from Soldiers Key West ½ S 3 Miles in Sailing about 10 Miles past a number of Shoal Spots where it broke this Shoal ranges about S by E & S ½ E at Noon Latt by Obs 25° 33'. about the beginning of the East end of Carrysfort Reef we are Now Sailing Next on board of this Reef & the Gulf Stream almost sweeps it Sometimes we are Not More than one Eight of a Mile from the breakers the edge of the Bank Shows itself very plain

Friday 6th Decm 1844

all this Day Stiff Breezes from E & E & pleasant at 4 PM past the Light Boat on Carrysfort Reef part of a wreck was lying on the Edge of the Reef & bearing from the L Boat

West 4 S 3 Miles distant & we about half
a Mile from the wreck. we are now Steer-
SSW Sailing 7 knots per hour at 6 PM SWbS
middle part Steady Winds Sailing 9 knots
& pleasant weather at 6 AM WSW at
Day light discovered the keys from Topsail yard
North in Sight at 8 AM made Key West
Light House & Soon Sand Key L Ho at 9.30
came to anchor close on board Sand Key
L House on the west side in 3 fathoms consider
able swell heaving round the Key. went on Shore
& Supplied the L House at 2 PM got under
way & Sailed up to Key West 9 Miles distant
& came to anchor abreast of the L Wharf
a number of wreckers were lying here & a
new Revenue Cutter made of Iron with
three Masts & three Standing Topsails & propelled
by Steam   Myself with Small boat went
down to the L House to see what was want-
ing overhauled the Oil Butts returned on board
at Sunsett went on Shore & see My old acq
uaintances. he made there 36 Hours See Account

Saturday 7 Decm 1844

All this Day Blowing fresh from E SE
went with booth Boats & Supplied
Key West Light House returned on board
at 1 PM

Sunday 8 December 1844

All this Day fine pleasant weather Wind
at North went with My Crew on Shore
to the Methodist Meeting forenoon & afternoon
they have a Young Speaker & very Zealous
for the cause of his Lord & Master a Spirit
ual good Man I was introduced to him after
the afternoon Service & said he knew me well
that is by Reputation went & took tea & said that
I would preach in the evening so I might

went at the appointed time had a full House & although a great place for Scoffers we enjoyed a peaceable Meeting & my Soul was blest & enjoyed an interesting Season my text was 20th Chapter of Revelation - closed at the usual time thus ended a pleasant interesting Sabbath I little thought that I ever Should have another opportunity to hold a Meeting again at this place but My blessed Father who is in Heaven has order it otherwise

Monday 9th Decm 1844

All this Day fine pleasant weather wind at the N W at 4 am got under way from Key West for Tortugas L House & arrived there at Dark & came to Anchor in the Harbour where I found the wrecking Sloop of Mystick Capt & three Smacks Capt Daniel Borough Capt Denison & Capt Wilcox

Tuesday 10th Decm 1844

All this Day fine pleasant weather wind at N E Supplied this L House with 681 Gallons Spring Oil & found 182 gallons on hand 863 Total on hand

Wednesday 11 Decm 1844

All the Day blowing to the North [illegible] [illegible] the [illegible] time to sail this evening held a Meeting at the Keeper House My congregation consisted of about fifteen & my text was the first Epistle of Hebrews [illegible] I have now several invitations given me by the brethren of the Mystick Smacks Capt Burough & Mr Fish [illegible] & Capt Dennison Captain of one of the Smacks who had his experience [illegible] was in a backsliding state [illegible] the progress of God's people & said that he wanted to live a different life

Thursday 12th Decem 1844
All this Day fresh Winds from the E. the time to Sail held a Meeting at the Keepers House took 4th Chapter of Hebrews for My text had a profitable time many Exortations given Capt. Whitten of the Smack Spoke in the Meeting

Friday 13 Decem 1844
Still lying in the Harbour of the Tortugas all this Day fresh Winds to N.E. to N.W.

Decem 14 1844 Saturday fine pleasant weather Winds fresh at South

Sunday 15 Decem 1844
all this Day blowing fresh at N.N.E. ~~Capt Whitten in the [illegible]~~ ~~Sailed for [illegible]~~ held two Meetings afternoon & evening at the Keepers House took 21 Cha Revelation for My text there was only My Crew with the Keepers family to attend in consequence of the Ship ~~[illegible] of [illegible]~~ run on Shore at Logerhead Key the South part of it at half past 3 AM this morning & the Sloop Eldridge, Capt Boroughs, & Capt Dennison went at Daylight to her releif at 8 PM the Sloop Eldridge Return with 118 Bales of Cotton & they inform us that it was the Ship Zoutoff of Kennebunk from New Orleans bound to Boston with a Cargo of about 700 Bales Cotton 1000 Bls Flour 3100 pigs lead Hydes Molasses & Sugar & that the Ship had bilge in about 5 hours after first Striking. Captain Murfey Commander. 1 mate name is Rhodes Who was tried for his life within three years ago in throwing overboard while in a Ship Long Boat at Sea after leaving a Ship Sinking the next Day was picked up by a Ship & all could have been saved

Monday 16 Decm 1844

All this Day fresh Winds from the N.E. & still lying in Tortugas Harbour. the 2 Smacks & the Sloop took out of the Ship to Day 320 Bls Cotton & All the Ship's Sails, I Should have Said the Latter part of the Day Squalls of Wind & Rain from S.W. & then Round to North

Tuesday 17th 1844

this Day begins with a heavy Blow from N. the Ship was in a perilous Situation & the Crew which was on board of her at 3 A.M. they were oblige to Cut away her three mast for fear to be lost before Daylight in consequence of the Wind & Sea. after Daylight they threw overboard four Square Cotton Bales & lashed them together & four Men got on them a Small Sand Key not far from the Ship. Capt Borough which was lying inside of the Key. In this Situation Set a Signal in distress for relief from the vessels that was lying here & Capt Denison with the Crew of another Sloop went down to within a quarter Mile of the Ship came to anchor inside of a Small Sand Key which makes of to the Southward of Loggerhead Key ½ a Mile then took their boats & went & took the remainder of the Crew of & arrived back at ~~[illegible]~~ Noon a distance of 7 Mile

Wednesday 18 Decm

Blowing Heavy from the N.E. & Clear Weather Still detained in the Tortugas One Smack went down & got all the men's Baggage which was left on board four of her Crew has been on board of a Since Tuesday. & in the evening three of them take passage with me to Mobile by way of St Mark.

Thursday December 19th 1844

this Day begins with fresh Winds & Clear weather at Day Light fire Smokes by a Large Sloop got under Way to go Down to the Wreck Ourselves at the Same time to proceed out of the North Channell for St Marks & Made four tacks before weathering Loggerhead Shoal bring Tortugas Light House to bear S by E North this Course will Carry you out in Safety in and you Can goat or come in bringing it to bear S by E but South is the true Course by Compass at 9 am took my Dep from L House bearing S B E 12 Miles Distant Wind N E by E Steered N by W Sailing 6 Miles per Log Middle part fine pleasant weather at 1 PM wind East Set Spanker Sailing 7 Miles per Hour at Midnight Sailing 8 Miles per Hour we have Sailed a distance of 120 Miles Since leaving Tortugas Light House So ends the Day

Friday 20 December Sailing Towards St Marks this Day begins with fine pleasant weather All Sail Set Sailing 8 Miles per Hour at 9 am heavy Clouds in the West & Thunder from 10 AM untill 11 AM heavy Showers at Noon Stop raining had one Glimpse of the Sun & got the Altitude which brought us in Latt 27.12 Dis Rec 28.05 to the North of Tampa Bay at 1 PM Rainy wind SSE 14 fathoms water at 5 am wind came to the N N W & light breezes & Kept increasing untill a Stiff breeze Stood to N E untill we Shoaled into 7 fathoms water at 9 PM then tacked Ship to the westward So ends the Day

Saturday 21th Decm 1844

Sailing towards St Marks
begins with Light Breezes & Clear weather Sailing
along the Florida Coast at 3 Am a Sail in Sight
at 8 Am made Land run into 14 feet then
& tack Ship made a Spanish Schooner in the
[illegible] in Standing to N & E & soon tack'd to
Eastward at Noon Obs in Latt 29.09 Light
Breezes from N. at 8 Pm Light airs from the
West. & in 4 fathoms & Cloudy at Midnight
Nearly Calm so ends the Day

Sunday 22d Decm 1844
Comenses With Light Airs & Calms & in 4 fathoms
at Daylight in Sight of Land at 8 Am
fine breeze Sprung up at SE in Sail in Sight
on our Starboard bow & one on our lee quarter
at Noon Latt obs 39.45. we are now 19 miles
to Southward of St Maries & 30 Miles from Land
to Westward at 3 Pm Stiff Breeze from South &
Squally with Rain & Thunder at 4,30 from the
Sail which was a head of which proved to be
a brig ten Day from Key West at 5 Pm
St Maries L House bore N W 7 Miles
come on to blow from the West very heavy
tide in the Spanish after carrying Sail as long as
possible at 6 Came to Anchor in 2½ fathoms
Light House bearing N b W 5 Miles distant
& about one & half Mile from the Bar the
Brig two Miles to the Leeward of us to Anchor
& a Ship to Anchor Just outside the Bar at
[illegible] 7 Pm after getting every thing snug with
[illegible] the Crew with their Wretched Faces in
my Cabin & held a Meeting I had a free
[illegible] some from the 3d Chapt of 2d Epistle of Peter
[illegible] my Mind was enlarged how true are
[illegible] Fathers words open thy mouth
[illegible] Lord will fill it [illegible] be His great

name & how favoured we have been Since
we last left the Tortugases where I held several
Meetings on Shore & how favoured with a Short
pleasant passage here & Just in time to avoid
a heavy North wind. O my Heavenly Father
I pray that thy Great & Merciful providence
towards thy unworthy Servant may cause him
to love thee more & Serve thee better, by having
more Sacred Zeal in his heart to realise more
thy Goodness & Labour more in thy Vineyard
in Striving to Save Souls from going down to
Perdition. at Midnight blowing very
Heavy as Much as can do to hold on with
one Anchor St Marks

Monday 23 Decm 1844

first & Middle part of this Blowing but
Latter part Light winds from N.W at
Sunrise got under Way & beat up close
to the Bar & came to anchor in 2 fathoms
Light House bearing N by E 3 miles dist
a pilot Boat was along side [illegible] there [illegible]
[illegible] a pilot as we were a going to supply
the L. House from the Schooner outside the
bar then I should save Government 20 dollars
by so doing at 9 AM Started with our
Supplies in both Boats but the Large one
could not get to the Shore to land until
nearly Noon finished our repairs on the Lamps
& got through with the Supplies of Oil at
2 PM took dinner with the Keeper & find-
ing he find out that I was a preacher [illegible]
[illegible] hard for me to [illegible]
with him for said he I have a great deal that
I want to say to you. I found him a man well versed
in Scripture & himself & Wife professors but
he would say things that was his [illegible]
son & his children [illegible]

Tuesday 24 Decm 1844
All this Day Light win
from N to E b S E & pleasant weather w
anchor & Saild at 4 am & Steard S by E & E
& S S E untill we deepned our water into 4
fathoms which was on the East end of Cap
Shoal which makes of 6 Miles from the Cap
we then hauld up S by E. & S rather deepning wa
5 fathoms S by W 6 fathoms S S W 7 fathoms
S W sailing 3 Miles on the last Course haul
W S W at 2 PM made Dog Island & saw
the Light House at Sunsett found that
we could not get in over the Bar before
night came took in Sail & came to ancho
Light House bearing N W by N distance 4
miles & light winds at E b S E at 7 PM wind
begins to freshen up & clear weather at midnight
Moderate & pleasant So ends this Day

Wednesday [illegible] 25 December
1844 All this Day fine pleasant weathe
moderate Breezes from the Eastward
at Day Light got under Way to be near
the Bar as Soon as we could See the Way to
Run in & get clear of the Pilots but did
not Succeed for a Boat came out before we
could See the way in & Spoke but we Saild
in without a Pilot although had to pay one
Pilotage 20 dollars the Boy on the Bar bears
N by W ½ W from the Sand point & S by E ½ E
From Light House at 730 am came to anchor
the Light House E b S E ½ Mile distant & in 3½
fathoms Started Emediately with our Supplies
& went on Shore & Supplied the L House none
of the Establishment but a young Irish lad which
joind the former Keeper Mr Babcock for the
Keeper Mr Babcock about 6 weeks past was in
his ships Boat with his [illegible] returning Home

from the Main Land had been a hunting had his double Barrell gun in his hand was in the act of putting it down in the hole of the Ship hit the cocks of the gun against the comings of the Hatch which caused boath Locks to Spring & the contents of boath Barrels entered Just above his lips & expired in a Moment never Spoke a Word nor Seen to breathe but once. this Shows the uncertaintity of time we are enjoying health One Moment & the next in Eternity, [illegible] we are Admonished to Day if you will hear my voice harden not your hearts. now is the accepted time & now is the Day of Salvation. Mr Babcock belonged in State of Rhodeisland Lost his wife at this L House 3 years past in a hurricane which Swept away the Dwelling House & part of the L House & now he has gone in a Simular way. I have conversed with him in days past about the welfare of his Immortal Soul but he was one that believed all would be saved at last that we the punishment in this Life & none in the World to come. but he now knows what the change is, he now is in Eternity. A fatal delusive Doctrine to Destroy the Souls of men & drag them Down to perdition & woe — —

at 11.30 AM returned on board got under Way a pilot on board at Noon past the bar discharged the pilot gave him something to bring us out — Squared away Set All Sail before the wind Steered SSE 2 Miles then Stg S to throw the length of St Georges Island & then SW by W untill the Cape bore N [illegible] on with into a quarter less three hauled up SW by S fifteen Minutes deepened into 5 fathoms hauled in S W found 5 & 6 fathoms & ran untill the Light bore N by W then ran for it Sounding our water gradually into 4½

Sticky Bottom came to anchor at 7 PM the L House bearing S by W distant 4 Miles & the South end of the Cape bore E dis 5 Miles at Midnight Light airs & pleasant weather

Thursday 26 December 1844

airs Pleasant weather at Daylight got under way & Sailed towards the St George Light House 2 Miles & came to anchor in 3½ fathoms Light House bearing W S the End of Cape St George bearing E went on Shore & Visited the Light House & [illegible] in the occupancy [illegible] the Keeper has a Large family of Children Several females Grown up & Some Married & all proved to be home at this time the Heads of the Family are Some of the Children Pious after the Keeper had Signed my Returns I found it a favourable opportunity to exort them to Seek the Lord I gave one of the young lady an Interesting Book to Show her how to Seek the Lord another of the Daughters was Married & was Nursing a little Babe I say unto her, now Suppose that Jesus Should Make his appearance tomorrow your little Babe would be changed in a twinkling of an Eye & be caught up to Meet Jesus in the air & yourself Seperated forever from it under the tender Cords which bound it to its Mother. I pray that it Might be the means of arousing her up to Seek an Interest in the Lord & I hope that the Good advice that I gave them all May be like bread cast upon the waters to be gathered before Many Days bid them farewell & left them [illegible] came on board at 10.30 am got under way for S. Joseph L House found West [illegible] past the sand point of Cape St Joseph

followed the Shoal round not having less than
4 fathoms but over a very uneven Sounding
our course round the Shoal was W to W N W until
past then Steered or hauled in for the land & night
at 4 P.M. fine little breeze from S.E. Cape
bearing N b E & Smooth Sea delightful
Sailing along this point of Land which extends
17 Miles W by N to St Josephs L House
at 7 PM came to anchor inside of the point
& abreast of the Light House bearing by
Compass W N W distance ½ Mile & in 5 fathoms
Water. at 8 Light airs & began to lighten in
the N W at Midnight fresh wind at S & began
to Rain So ends this Day

Friday 27th December 1844
Lying in St Joseph Bay from Midnight
untill 4 heavy Rains when the Wind shifted round
to the North & blew very heavy & continued
so through the Day at 8 AM went on shore
& supplied the L House the Keeper went
yesterday to Appalachicola

Decem 28 Saturday All this Day
Wind N. & Clear weather Spent the
evening at the Keepers House, with Mrs
Jordan & her two children had a pleasant
Sociable visit Read Sang & prayed with
her So ends this Day

Sunday 29th December 1844
All this Day fine & delightful weather
Wind at NW & Light. had ~~two~~ ~~[illegible]~~
~~or~~ ~~L~~ an afternoon Meeting on board the
Widow Jordan & two children came off
from the L House & attended the Meeting
taken on board & took tea went on shore at
Sunset Myself lit the Lamps for her while
She was Fixing her [illegible] in the House

To have an evening Meeting at 7 O'Clo 9 Cam from our Schooner & the Meeting commenced I took the 7th Chapter of Daniel for my evening Discourse. Myself had a free good ~~[illegible]~~ Season -- the 1th Chapt of the Epis. E Bith 1 Peter Was the Subject of my afternoon discourse it is a good & Glorious Chapter to dwell upon -- O how good it is to work in the Lords vineyard the one that does work in it faithfully by striving to break up the fallow ground of the Dying heart & is the Instrument in the Lords hand in preparing it for the good seed to be sown there. Such a person the Lord will bless. he must give God all the Glory take no part to himself & after we have done all say we are unprofitable Servants, here lies the great evil in labourers in the Lords Vineyard. O my Heavenly Father I have been Spiritualy Proud in Days past, Pardon I pray thee forgive through a Saviours Blood. O help me to live Humble at the feet of Jesus while here on Earth I stay, & strive to discharge my Duty in thy Love & Fear, & then through O Lord will Exalt me in the Morning of the First Resurrection, Raised incorruptable never more to Die having a Spiritual Body like Christ Most glorious Body

Monday 30 Dec 1844

This Day begins with Light airs from South & Delightfull weather. went on Shore with My Coppersmith and gave the Lamps & Lighting Apparatus another adjusting & put on one inside Burner returned on board at 8 AM got under way for Pensacola. the point of Sand which makes from the L House bears N E 3/4 of a Mile in going out give it a Small birth & Steer N.W. one Eight of a Mile then West W by S & when on the Bar in 2½ fathoms the Light House will bear S E by S & you will be one Eight of a Mile from the Beach & when the L House bears E you will have 3 fathoms the Same distance from the beach. we have hauled up S W by S 3½ fath L H bearing E by N then S W a Short distance in a ¼ 3. then W S W 3½ – ¼ 3 – 3 – ¼ 3 – the L House 3 Miles distan bearing E by N & when deepend in 4 ft Steered West – then you will be 4 Miles from L House at 10 made Pass of St Andrews bore N by E 5 Miles Distant then W by N at Noon our Obs 30.14 N L we are now Sailing 7 Miles pr Hour Stiff breeze from S E all Sail Set at 5 PM Just in Sight of Land from fore yard at 6 PM we have Now Sailed 67 Miles Since leaving St Joseph L H & have 35 Miles to Sail to Pensacola L H –

at 11 we made Pensacola Light bearing W by N. we have Stood Since 9 PM W by N & made the Light ahead at Midnight pleasant weather.

Tuesday Decem 31th 1844

This Day begins with pleasant weather wind S E & in Sight of Pensacola Light bearing W by N distant 9 Miles [illegible] [illegible] the [illegible] [illegible] then ran [illegible] untill

we crost the Bar then Steered [illegible] until it
bore [illegible] then Steered for the Light in so
doing we [illegible] the current Set us a rather to far to
the East got the Light bearing N 1/4 W going
to the Middle ground in 2 1/4 [illegible] in [illegible]
it was very bad Seeing [illegible] should
[illegible] lost on board but the Wind being Light &
a head that we saw [illegible] but let go our
anchor Lowerd the boat Myself & the Men
Jumpt into her with Lead line & Sounded
for the Deepest water found we were too far
to the East on the Middle ground came on
board [illegible] up our Anchor run about [illegible]
to the West and got into 7 fathoms came to
anchor for the Night. If we had steered
N W or N W by N after Crossing the bar &
run untill the Light bore N 1/4 E then
been aired for it it would have carried
to the West all clear of the Middle ground
in 6 & 7 fathoms & you may continue that
N 1/4 ~~West~~ East if you please untill you
Shoaling your water to 5 or 4 [illegible] then steer
E by N which will take you up [illegible]
of the Navy Yard at 8 am pilot came
on board consequently have to pay him
half pilotage out which was Ten dolls
the two pilots name are Mixon & Clifford
it being calm we Started with our [illegible]
[illegible] 3 miles to the L House & Supplied it
which at that [illegible] gave a letter [illegible] Mr Britt
[illegible] Bag [illegible] return on board at 5 PM
[illegible] our anchor & drifted up [illegible] the
[illegible] came to anchor in 5 [illegible]
[illegible] War Brig Sommers came in the
afternoon & anchored at the Navy Yard

Wednesday 1th of January 1845

All this Day Light airs & calms had no time to proceed out over the Bar went over on the South Side to the Fort & got two Boat Loads of fine White Sand. 34 Bbls & three Sugar Boxes it filled up. went up to a Store & bought 14 Bbls & filled them up with Sand. & while there had a good opportunity to talk with an old Slave about his Soul gave a Religious Book to another Slave which attended a Meeting that I held Last year to the Light House

Thursday 2 January 2 1845

first part of this Day Calm & Foggy at 9 Lighted up a little breeze Sprang up at SE got under Way at 10 Cross the Bar & Steered SW by W at Noon pleasant & Light airs from E by S at 3 PM Still in Sight of the West Fort Sailing about 2½ Knots pr hour at 9 [illegible] made Mobile Light bearing W by N at 11 hove To to wait for Day Light around the Day

Friday 3 All this Day wind from SE at 5 AM bore away for the Bar at Day light Several Sail of ships in Sight all bound in at 730 Light House on Sand Island bearing N W by N crossed the bar & as we Sailed in hauled more to the [illegible] at 8 AM Came to anchor Light House on Sand Island bearing S by E ½ Capt. visited went immediately on Shore & [illegible] the Light House returned on board at [illegible] got under way at 11 AM [illegible] came to anchor abreast of the Light at Mobile point in 6 fathoms went on Shore [illegible] Supplies [illegible] returned

got under way & Proceeded up the Bay
to see the Choctaw Point Light House
at 10 we Came to anchor it being Calm we
are Now 10 Miles from Mobile Point L H
the Day was in Pleasant weather

Saturday Janu 4th 1845

Nearly all this Day Light winds &
foggy broke up & came to anchor the Light
House on Choctaw Point N W by N one Mile
distant say about 40 Rods above the upper
Stake & far enough to N S E of it to lay clear
of Steam Boats & others Sailing up & Down
we were two Boats in the afternoon to supply
the L H went up to the City & bought a few
articles for the Schooner was in hopes to have
got a Letter from my family but got none
Returned Back at 7 PM So was the Day

Sunday 5th Janu 1845

Lying one Mile Below Choctaw Point
L House Most of the Day Squally &
changable weather with Showers of Rain in the
[illegible] Meeting in My Cabin we had three
Sailors besides our own Crew which made
up thirteen in number I took for My text the
25th Chapter of Jeremiah I had a pretty good
time My mind was enlarged & felt in Some
degree the worth of poor perishing Souls but it
Seems hard work to bring any thing to bear upon
their Minds to affect them My Heavenly Father
knows whether the Day of Mercy is over with Sinners
or not it is not for me to say it appears that I
could not reach to them as I was if that were the one

Monday 6th January 1845

Nearly all this Day blowing fresh from N N E
[illegible] at 8 am with both Boats
[illegible] Choctaw Point Light returned on
board at 1 PM [illegible] with [illegible] boat [illegible] to

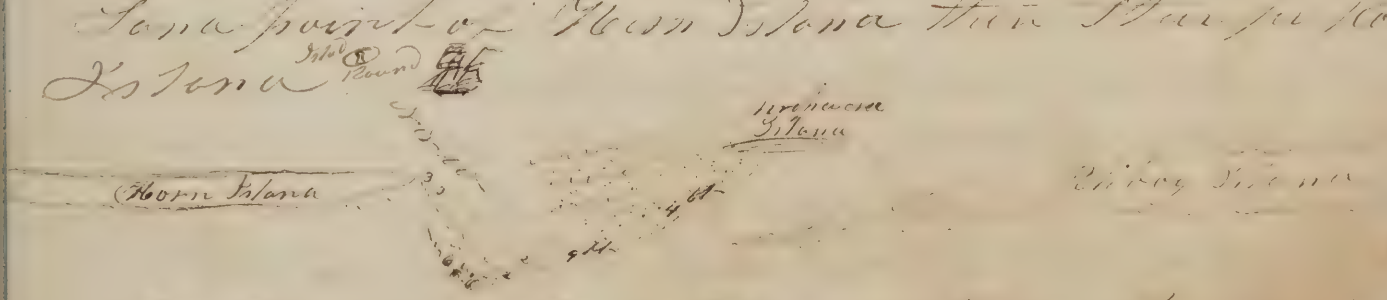
left [illegible] three Sailors that we took on boar(d) of the Portuguese bought some provisions return back at 6 PM at Midnight wind Shifted in a heavy Squall to Northd (contin-ued) blowing So ends the Day

Tuesday 7th Jan 1845

blowing fresh at N.N.W got under way at Day Light & proceeded down the bay at Noon past Mobile Point Lt House at 3 PM came to Anchor 2 Miles from Sand Island Lt bearing Sly W in 6½ fathoms calm & a flood tide in at 8 PM fresh Breeze from WSW So ends the Day Several Ships near us to Anchor

Wednesday 8th Jan 1845

Heavy winds from W.N.W.ly W got under Way at Day Light & proceeded over the Bar the Light House on Sand Island bearing Nly W & had 2 fathoms & Draft of it 5 6 7 fathoms a set [illegible] the length of the reach then Steerd Wly at Noon Came in over the bar at the Eastend of Horn Island bringing Sand point to bear W.N.Wly & Steer in down the Shoal makes of SSE from the point half a Mile across the Bar in 2¼ fathoms a good plain channell in you can go Ashore bear Sand point of Horn Island then Steer for Horn Island



at 2 PM came to anchor in 2½ fathoms Round Island Light House bearing [illegible] distant [illegible] mile [illegible] went a Shore [illegible] the Lt House is [illegible] we got on board of our Schooner [illegible] the Schooner [illegible] laid ever since I have been on the [illegible] Just [illegible] the Keeper of Round Island Light [illegible]

on board signed my Light House receipt & agreed with the Capt of the Schooner Lurisan to take our Supplies upon the lakes returned on board furled Sails to lay for the Night the Day ended in fine pleasant. Got this Night I never come in before I had no previous Some directions how to sail over when ever I attempted to go in & found it a plain good bar & I have by coming Saved a distance of 40 Miles & have Supp. lied the L House which we never done before the same day we left Mobile Bar & now I call Myself a good pilot in over this Bar ——

Thursday 9th 1845

At this Day fine pleasant with the Light [illegible] from the Eastward got under way at daylight & proceeded on our way for to Supply [illegible] Island L H. [illegible] Sailing [illegible] [illegible] betwixt that & Horn Island had very Shoal water I got into our Boat with my men & sounded the passage ~~[illegible]~~ ahead of the Schooner about one quarter of a Mile we were about half the distance betwixt the Two Islands [illegible] a Shoal ground [illegible] [illegible] to [illegible] & had [illegible] then deep [illegible] fathoms [illegible] [illegible] the L House [illegible] [illegible] about [illegible] PM abreast of the East point of Ship Island & Light air went on [illegible] the Island on the [illegible] point [illegible] miles [illegible] on the Sea side a large quantity of [illegible] wood [illegible] about a Dozen [illegible] a [illegible] returned on board at [illegible] [illegible] about Seven Miles at 6 PM [illegible] in 11 ft of water [illegible] Island [illegible] [illegible] distant one & half Miles [illegible] the [illegible]

Friday January 10th 1845

All this Day fine pleasant weather early this Morning Supplied Cat Island returned on board at 10 AM got under way & Steered over [illegible] untill Pass Christian bore NWSW & run for it untill within two Miles & came to Anchor in 9½ feet Low water at 1 PM went & Supplied Pass Christian L House returned at 4 PM & prepared our Supplies for to go on the Lake Ponchtrain at 7 PM the Schooner New Year Capt Zarizan came along Side to take in our Supplies During the Day

Saturday 11 Jan 1845

at Daylight all hands to work loading the Schooner at 8 AM Started light Winds at Noon off the Bay of St Louis Lost in Sight of our Schooner at 2 PM Stiff Winds from SW heading towards St Leons at Midnight Light Airs just entered the Mouth of the Rigolets

Sunday ~~Mth~~ 12 January 1845

at 3 AM past Pleasanton Island Light House at Daylight past the Fort light breeze from the North at 730 past the point & Squared away at 8 AM got out of the Rigolets a fine breeze Springing up at 10 past point at 2 PM Light airs from Westward at 6 PM arrived at Rail Road L House

Monday 13th 1845

all this Day Changeable winds, from S [illegible] Supplied Rail Road Light House, Bayou St Johns & Newcanall L House I was oblig to do all Any Repairs upon the Lamps myself Mr Knights having a drunking Sprie [illegible] not Since he done the repairs of the [illegible] Lights [illegible] ally repaired it [illegible]

Such a Man, how hard I have tried to reclaim
him even I have taken him into Church & sat with
him. Talked much & prayed much for him but all
to no purpose he appears determined to make his
destruction sure Sometimes he is without Liquor
nearly a Month then I some times have a little hope
that he will not Drink any more but the very first
opportunity he is right to the Bottle again I have
[illegible] him upon all tacks he is determined to make
all leeway.

Tuesday 14 January 1845

Lying at New Canall Light House this mor
ning finished the repairs on the Lightstation apparatus
at 10 Am Myself & Son went up to the City in the
packet Boat towed by two Horses the distance made
we were one hour going this brought us into a Large
Basin capable of holding 50 Sail or more vessels &
found a number of Vessels from five tons to 150 tons
went to the Post office but found no letter then bought
what Groceries I wanted took a walk on the Lev
ee for about a mile & half passed by about 60 Steamboats
all lying along side of Each other every one with their
bows on or against the wharf the Largest one that ever
was built & came to New Orleans is Call the
Moria which we went on board of her Length is 275
feet two engines Each 600 Horse power so said
a wonder to look at return to the New Canal and
[illegible] on the packet boat with My two Men with
orders to get the Schooner under way as soon as they
got on board & sail down to the Rail Road wharf
where I would meet them. then walked across 2 miles
to the Road there fell in with the Captain of the
Schooner & he with I got into the cars being Ready &
ran out [illegible] of the Lake a distance of five miles
the Schooner [illegible] come took on board what we had
[illegible] Sail for Pass Manchac Light
House [illegible] Midnight 24 miles

Wednesday 15th Jan 1845

Cloudy weather wind at SE
~~went~~ Hauled the Schooner into the wharf
got our Supplies to the L House in a short
time & finished our repairs this is a new Light &
a disgrace to the Contractor & them that employed
him to defraud Government so much there
has never been an inspector to look at it since
it was thrown together got through at 9 am
& Sailed for Tchefuncta L House 9 Miles
to Eastd arrived there at noon took Dinner with
Mrs Thurston & Daughter her Husband being
absent to N Orleans, soon got through had
a Short pleasant interview with Mrs Thurston
& Daughter both mother and daughter I had
not seen before for five years She then was very
sick & I embraced the opportunity of talking to her
about the welfare of her Soul & she never
forgot it Experienced Religion since that time
& got a Husband since [illegible] & have a [illegible],
& was a living about 20 Miles up this River been
down on purpose to see me knowing it was the
time for me to come along again I should have
been much pleased to tarried with through the
Remainder of the Day but Duty to Government
calls me away about then Being up set sail
at 3 PM wind ahead for Pleasanton Island which
is in the Rigolets at Midnight [illegible] the [illegible]
& hove about at Bayou St Johns Lighthouse
& headed up [illegible] the Coast [illegible] down the [illegible]
So ends the Day

Thursday 16th January 1845
this Day begins with Light [illegible]
at 4 AM foggy Came to Anchor in 10 [illegible]
about 18 Miles from the [illegible]
Remain at anchor [illegible] Soon [illegible]
& [illegible] the [illegible]

at Pleasanton Island Light House went
on Shore & Supplied the Light the former
keeper being [illegible] committed suicide by
tieing a Stone around his neck & jumping into
river at Noon Lightning Thunder & Rain
& continued until 5 Pm at 7 a Light
breeze Springing up from South got under way
& proceeded down to Pass Christian at night
off St Joseph Island So ends this Day

Friday 17 January 1845

all this Day strong gale weather Schooner
yet Rolling & Blowing Heavy
arrived on board of our Schooner at Sunrise
Island & got on board we have been absent
Six Days in the meantime we have Sailed
180 miles Supplied Six Light Houses & Stopt
two Days in Supplying the three Lights
back of the City & part of the same Day was
in the City [illegible] got under way with the
Schooner New York in Tow & Sailed down
the Sound towards Ship Island & paid Capt
Sorenson 100 Hundred for the Charter of
his Schooner Cast her off Soon it came
on heavy Rain & Squally came to Anchor
Ship Island bearing SE 4 miles Distant

Saturday 18 January 1845

all this Day Blowing & Raining & thick
weather still lying to an anchor waiting for
a time to proceed to ~~Ho~~ Sea

Sunday 19th January

all this day fresh Breezes from N W & Cloudy
still Lying Inside Cat & Ship Island it being
the Sabbath although fair wind to proceed
on our way to N E Pass but have not
Sail'd through you Holy Day I have not since
I left home & his kind & Paternal care has

Great towards us since that time I therefore
I have strove to do the will of My Heavenly
Farther by remembering the Sabath to keep it Holy
& held two preaching Meetings in My Cabin
forenoon & afternoon & was blest in Praying

Monday 20th January 1845

all this day fine pleasant weather wind
from N W to N got under at 1 AM from
Ship Island to proceed over the bar & then
to Sail for Franks Island N E pass at 2.30 do
passd the Bar this is a plain bar to Sail over
Night or Day if you can See Ship Island
bring the West point to bear North when outside
then Run for it giving it a Small birth
the plainest Bar on the coast the Shoal only
Makes of about a quarter of a Mile to S E of
the point & a wide beating chanell —
at Day Light west on board Chandalier
Island Bears S E by E followed them round
Steering from S E to S S W — Say about one
Mile distant from them at 3 PM past a
Large Bark cast away on Isle Breton shoal
about 5 Miles from the Island a Steam Boat alongside
of her at Sunset took a pilot on board of
N E pass & at 6 PM came to ancher being to
late to go in over the Bar

Tuesday Jan 21th 1845

all this Day fresh Winds from N to E
at 9 AM got under way & at 10 Come to
ancher of Franks Island L House Pilot
left after paying him William Stevens
26.25 $ went on Shore & Supplied Franks Isl
and L House got through at Dark returnd
on board got under way & Saild up above
the passes & came to ancher at Mangrit
done a great days work.

Wednesday 22d 1845.

Lying at the Head of the Passes Mississippia Changable weather blowing very heavy & then Light Winds & rain Started at 8 Am with our Supplies in the Large Boat & Sailed & Rowed Down to the South pass L H a distance of 12 Miles arrived there at 1 Pm & returned back at 7 PM - - - - - -

Thursday 23d first part Light Winds & Variable at 10 a breeze Springing up at SE got under way & Sailed over to the SW pass & Entered & went to beating Down & when about half-way down to the Wind from the W. & had a fair wind Down to the L House & came to Anchor at ~~Noon~~ 2 PM went on Shore & Supplied the SW Pass Light So ends the Day

Friday Jany 24th 1845

All this Day Winds from West finished our Repairs. returned on board & went on Shore & Spent the evening with the Keepers family Mr Samuel Hill had a very Social time his Wife & wife Mother Mrs Sarah Holman of Portsmouth N.H. was pious & Mrs Holman a 2d Advent

Saturday 25 January 1845

Fine Pleasant Day took breakfast with the Keeper & family returned on board with two Letters one to My Family & one to my Brother giving him an Account of our Articles & our Proceedings of the Voyage got under way at 1 PM & Sailed down Out to the Bar & fell Calm came to Anchor in 24 fathoms at ~~[illegible]~~ at 4 AM a breeze Sprung up at [illegible] got under Way & proceeded over the Bar for Point [illegible] L House 130 Miles distant at Midnight Light Winds from E.N.E & Light Winds So ends the Day we have been Steering from SW by W to W by S

Sunday 26th January 1845

Sailing Towards Point Aufer Lt House all this Day Variable weather Winds from at any Light in Sight of Timbalier Island bearing W.S. Steering West & as we Sailed along Timbalier Island Steered W B S to WSW wind canting to the Southward at 3 PM of the Eastend of Ship Island & in 4 fathom distant Six Miles at 4 PM Made Ship Island Shoal Breaking high bearing fr Foretop SSE 3 Miles distant Kept of W b N to get our Soundings on Racoon Shoal Which makes about 20 Miles to the Westward from Said Point & [illegible] Rounded in 2½ & 2¼ & 2 fathoms Steering from WSW to W & WbN as occasion Required having hard Bottom untill we began to near on the Western Edge of the Shoal & began to deepen & irregular Soundings & one cast soft bottom & the next cast Hard bottom & when you get regular Soundings & in 3 or 4 fathoms then Soft Bottom Steer N.W.b.N for Point aufer Light & when in 2 fathoms Low water you will be about 4 or 5 Miles from the Lt & When in 10 feet Low water you will be 3 Miles dist from it at Midnight Come to anchor the L House bearing N b E distant 3 Miles & in 2 fathoms Soft bottom

Monday 27 January 1845

all this Day blowing fresh & a heavy Sea heaving in from the South got our [illegible] into our Boat & Started for the Light House & when within one mile from it [illegible] Some [illegible] that the Long Boat had [illegible] went Through the breakers [illegible] Small Boat [illegible] in the [illegible] repair [illegible]

& I Return on board at 4 PM Same the day

Tuesday 28 June 1845

first part of the Day heavy Squalls of wind, & Rain Shifted to the N at 8 Am wind to the East went on Shore Delivered our Supplies of Oil returned back at 11 Am wind shifted to SW got under way for Vermillion Bay L House 36 Mile Distant at 2 PM wind South at 5 PM came to anchor blowing heavy in 2¼ fm in Sight of Point Defer Light & it is bad navigation to the [illegible] full of Mud banks & Several Mile from Land at 5.

Wednesday 29th June 1845

fine pleasant weather at Day light got under way wind N E. 9 Miles from Land the [illegible] at 7 Am Made a Mud bank about a mile to leeward of us Steer W at 8 we made on our weather Bow a Number of Shell & Mud Banks Some of them one quarter of a Mile Long there is Seven of them & bear from a large Hammock of Live Oak tree N W by W & Vermillion Bay Light House in Sight of the Land N W I should Judge that these bank lay 5 Miles from the nearest Land that is the S E end of them & are Much in the Way in going to Vermillion Bay L House we had to keep off S W by W & Dropped Anchor one Mile from them & the Earth was in 2¼ fathoms there Steer W N W until the Light House bore N W & the large Hammock of Live Oak trees the Eastermost part bearing N E you will have 9 feet at Low water where we come to Anchor the L House is 5 Miles distant, I went on Shore & Stayed with the L. K. very kindly treated by the Keeper [illegible] since three days at the place [illegible] Roman Catholick but the [illegible] likely man

Returned on board at Sunsett & helde prayer Meeting in the Cabing to return God thanks for his Providentiall care over us Sinse leaving our own Native Town & guiding & Protecting us amidst Rocks & quicksand & God has guided us in a wonderfull Manner & brought us in Safty to our Long Journey end we have had No gales at Sea they have all been when we were lying in Port we have all enjoyed good health I have held a Number Meetings on Shore & likewise on board but I have Not Seen any fruits of my Labours as to their Souls conversion. has God withen Drawn his Spirit from the Wick it is Not for Me a poor weak Mortal to Say yes or No I leave that to him who is to wise to err but we are commanded to improve untill our blessed Lord comes for the delivery of his people every one that is found written in a book then Shall the Righteous Shine as the Sun in the firmament & as the Stars forever & Ever. & I likewise pray that God would guide us Safely back to our families & Friends again

Thursday 30th January 1845

first part of this Day fresh Winds from N to N E all hands employed in clearing up & stowin away & Securing everything in the Hold of vessell & Stowing Long Boat for our homeward passage Middle part pleasant weather More Moderate Saw a Schooner Steering for coming from the SE at 2 PM she came to Anchor Neat to us lowerd his boat the Capt & two Men Came on board the first words he Said was what place is this you are lying at told him he Said that he came out [illegible] pass 3 Days from [illegible] from [illegible] that he had been on Shoals where it was breaking all around him & beat over them & had got Lost as to reckoning & want me to give them information about Sailing to point Aufer L House as he was bound about 15 Miles to the Eastward of that Light to take in a Load of Sugar for Philadelphia I of course gave him every information how to Sail back & the Shoals lying on his way. at 3 PM we both got under way together Sailed about 6 Miles & became calm let go our Anchor for the Night — at Midnight Shine to the East fresh Breeze the Schooner Clost on board of us her Name is the Wilder: Captn Bently of Thomas Town

Friday 31th January 1845

first part of this Day fresh Breezes from the East & appearance of a Storm the Light-House bearing N.W.b.W of us distant 10 Miles & the high Hummock of Live Oak trees bearing N 6 Miles distant got under way at Sunrise in company with the Schooner & went to beating to the Eastward at Noon past by 7 Oyster banks which lyes S.E. of Vermillion Light House & N.W. by N from the Live Oak Trees they are much in the way & lay 6 a 7 miles from Land & a lone Oyster bank we passed that lyes E.b.S.E from these Oyster bank 6 Miles distant which I never discovered before we are then in sight of Rushets lying at Turkey Paw at 5 PM made 2 Sights & the High Hills of Belle Isle in sight bearing N.E. at 6 PM see Point Aufer Light bearing E.b.S.E at midnight Came to Anchor Point Aufer Light bearing W.b.E distant 6 Miles & in 2½ fathoms So ends this Day

Saturday Feb 1th 1845

All this Day Light airs all all round the Compass through the Day & Cloudy at 6 PM Showers of Rain got under Way at 7 AM this Morning & have been under way till 5 PM this evening & came to and lie the Light House bearing N W 8 Miles distant the Schooner that we left Vermillion L.H. with in company fore it lies to Anchor about 5 Miles from us bearing N W distant 4 Miles & another Schooner which came out of Turkey Paw about 5 Miles from us bearing West we are now in 3 fathoms Soft Bottom

February Sunday 2d 1845

all this Day wind at E S E S.E. Cloudy & Rainy got under way or hove up our Anchor & Run in Shore about 2 Miles to get into ~~[illegible]~~ less water in case it come on to blow heavy through the Night as it has the appearance of a Storm with our draft of water 8½ feet we can run with 2 fathoms with safety & have Soft Bottom & ride out a heavy gale at any point of the Compass a South wind blows here direct on Shore & being Shoal ground a Long distance of of course What Sea there is that rises is but Short consequently a vessell will lay in Safety & & we come to anchor again in 2¼ fathoms Low water here the tide is governed by the Winds Sometimes it rises 2 feet when the Wind is blowing from the South & at these times it will not rise any for a length of time when the Wind is at the Northward & in the evening held a Meeting in the Cabin took the 4th Chapter of James for My text. O it appears but little use to try to convince or persuade Sinners to turn in God but yet I must not stop warning them to flee from the wrath to come & lay hold of Eternal Life did Noah stop Warning the Antedeluvian World no not untill he went into the ark & God Shut him & then the door of Mercy was Shut & Now the Lords people are divided in Opinions as it regards the Door of Mercy being Closed or not O what a Day we a living truth we are in a Day of tryal the hour of temptation especially with the 2d Advent believers tempted as the pointed day of Christ coming is past & now tempted to go back & Join the Church again the Laodicean Church from whence they so recently left others almost ready to give up the Scriptures as it regards the coming Lord & sink into the Lullaby Doctrine of the Worlds conversion before Christ comes to Judge the quick & the Dead at his appearing & his Kingdom truly these are perilous times & how much Grace the Saints of God wants to keep them Strait on their Course Heavenward & the Blessed Lord has promised that My Grace Shall be sufficient for them & as thy Days Shall demand so Shall their Strength ever be.

Monday 3d February 1845

Lying to Anchor 5 Miles SSE from point Au Fer Light House which was SE. SSE at Noon nearly Calm a considerable ground Swell heaving in from the South one Schooner Just past us bound to Turkey Pass at 5 P.M Light breeze from S heavy clouds hanging round At 11 PM took a tremendious heavy Squall from N & W it Seemed as though it would blow everything away. run of with our Small anchor that we were a riding to Let go Old Tom & brought her head
to [illegible] [illegible] the moment [illegible] over

Tuesday 4th Feb 1845

Begins with heavy gales With rain at 1 AM Stopt Raining but blowing heavy & Riding with both anchors down at 8 AM got our Anchors & made Short Sail to proceed on our passage home Steerd SSE to clear Racoon Shoal & when we past it at in 3 fathoms & deepend our water into 5 foth which Was at Noon Fill Ship & Steerd E by S Latt by Obs 28.50 – 15 Miles to SW of Ship Island from Which I take My Dep at Noon So ends this 12 hours.

Sea Account begins

Wednesday 5th February 1845

this Day Heavy breezes from NW & passing Clouds at 1 PM Set Squaresail & now All Sail Set going 9 Knots per hour & Steering E by S at 4 Sounded could get No Bottom quite a heavy Sea on at 5 took in Square Sail & Topgalant Sail wind increasing Midnight Blowing fresh Reefd Mainsail & Settled topsail at 4 AM Double Reefed Mainsail at 8 do Reefd the Topsail at Noon Pleasant Weather with a Strong Breeze & considerable heavy Sea on we have Saild this 24 hours 226 Miles & although we have tryd to Steer E by S. & allowing ½ point variation would make her E by S ½ S but She has Made SE by E ½ E Showing that there is a strong Southerly Current

Latt by Obs 27°.04 N Long 87°.45

Thursday Feb 6th 1845

Blowing fresh from N to NW until 2 AM More Moderate let 1 Reef out Topsail & one out of Mainsail the rest part of the day More Moderate & fine pleasant weather all Sail Set gain Large Latt obs 25°.53 N Long 84.42 have Saild 183 Miles distant past on Wed bearing W at 8 AM

made ETE Cum

Friday Feb 7th 1845

All this Day fine Pleasant
Weather Wind from N. to N E all Sail
Set at 2 PM Sounded found 70 fathoms
at 6 do 60 fathoms Steering E S E
at 8 do 55 fathoms at Midnight 40 fath
Steering E S E at 2 AM 36 at 4 AM 34 fth
at 6 AM 25 fathoms kept of S E by E at 7 AM
20 fathoms Made Tortugas Light House
bearing S by E dist 15 miles at 9 AM came
to anchor in the Harbour of Tortugas the
goin to the Southward & Eastward of East Key
all hands employd in fitting the Rigging
& getting things in order for Southern Coast
held a Meeting on Shore at the Keeper
House

Satt 8 Feb 1845

All this blowing fresh from N N E
& clear weather All hands busily employing
on the Riggin

Sunday Feb 9th 1845

Lying in Tortugas Harbour in company
with Eight Smacks & 2 Wrecking Sloops
the Sloop Ludlow Capt Peant & Sloop
George Eliza Capt Brightman held
3 Meetings on Shore this Day & had refreshing
Seasons in the Evening Capt Fish & Brother
Sparks. Spoke in Meeting & felt thankfull
to the Lord that Brother Rowland was
in the Harbour once More & that he had
enjoyd a blessed Season it is good & profitable
to be engaged in the Service of the Lord
in Striving to do good to my fellow beings
to warn them of their danger & to encourage them
to Seek the Lord

Monday) Feb 10th 1845

All this Day light airs from N & E to N E & fine pleasant weather Still lying in Tortugas Harbour

Tuesday Feb 11th 1845

All this Day fine pleasant weather with from N & E to N E [illegible] light airs Ends this 12 hours. Tortugas Harbour is one of the most delightful Harbours in the world you lye safe there or sheltered from the Wind & can while you are lying here always find something to amuse one self either a Shelling or a fishing & the keeper is much of a Gentleman & his wife a fine woman & Mrs Philips Sister to the Keepers Wife a fine Excellent young Lady had the Misfortune to Loose her Companion last Sumer in the Hurricane What makes this place moore pleasant there is fourteen fishing Smack Boat all of them from Mistic Con. & Stays here & Fish for the Havannah Market until May & then return to the North & two wrecking Sloops are Stationed here which have about 30 Men on board of them. Surveyors of the U. S. States has recently been here & survey the Harbour & another (Much larger one between this Key & Bird Key about one Mile dist the last Harbour lies between these two keys & is Capable of Holding 50 Sail Men of war Lying as Smooth as a Millpond) the Sea to them [illegible] & very easy of Access every Shoal shows itself & the Channell Likewise [illegible] Whilst lying here I have [illegible] Meetings one on Friday Evening [illegible] on the Lords Day which [illegible] [illegible] believing that [illegible] will be [illegible]

Wednesday 12th Feb 1845

this Day begins with fine Delightfull weather Light winds from N E at 7 AM went on Shore to the Keepers House took leave of the family & then went on board of Captn Daniel Burroughs Smack & Capt Dennisons Lying along side of each [illegible] [illegible] Fishing Smack one of them gave us a quantity of fresh fish returned on board got under way at 2 PM Sailed out of the North passage of the Harbour then beat around to the Northward & Eastward of East Key. heading up E by S at 4 PM Light House bearing E [illegible] 8 Miles from which I take my Dep to Sail through the Gulf Stream on our passage Home to [illegible] Middle & Latter part Light winds & variable from at 7 AM tack Ship to the E we have made our course to Day SE by E & E dist 66 Miles & give her 25 Miles Current Latt Obs 24° 03 Long 81.30 one Brig on our Lee bow & a fore & aft Schooner to Windward on our Course

Thursday 13 Feb 1845

all this Day fine delightfull weather wind from N to E [illegible] Beating down the Gulf Stream in Company with 10 Sail of Ships Brig & Schooners at 11 AM tacks in Sight of Florida Keys Latt by Obs 24.43 S of Indian Key

Friday 14 Feb 1845

this Day begins with Light winds from E S E [illegible] beating down the Gulf Stream in Company with ten Sail of Ships Brig & Schooners & in Sight of the Keys at times at Midnight Supposed that we [illegible] part Carysfort Reef

Kept off N E by N. & N. by E. untill Day Light then Steerd North Set Squaresail Several Sail near us bound North we have been Sailing the last 8 hours 7 & 8 Knots at Noon Obs our Latt 27.00 Long 79.37 passing Clouds & but little sea wind S.E. a Large Ship on our Lee beam 3 Miles off a brig on our weather Beam we are passing by slowly a Baltimore Schooner a Stern rather full astern one Bark we have nearly run out of Sight the brave Gazelle is jogging along bravely but she drags so much dead water after her that it injures her Sailing one Eight, say that to Capt Morell & he will throw it on to the Master Builder well let it all go. She is a boney Sea boat & Strong as the Hills Speak well of the bridge that carrys one Safe over Latt 27.00 L 79.40

Saturday 15 Feb 1845

all this Day blowing Heavy from SSE to South Steerd N untill 8 am then N.E.by N the Large Ship that is in company with at Day light was on our weather Quarter about 5 Mile off Draging up on her & the other Sails are out of Sight astern & we are Carrying Tough Sail every thing upon her but gaff Topsail we have been Sailing 9 & 10 Miles pr Hour the whole Day at Noon Settled Mainsail Down 2 Men to the Wheel & one Man on quarter deck with a watch tackle to the tiller assisting the Men at the wheel Latt Obs 30.47 the Run Gain 240 Miles

Sunday 16th Feb 1845

this Day begins with heavy Breeze from S All Sail Set with Mainsail Lowered a Little at 1 P M took a [illegible] we are now Sailing 10 Miles per hour at 2 P M carried away the Clevis of [illegible] our Square Sail boom [illegible]

& handed Fore topgallant Sail at 4 PM reefed the Topsail at Midnight blowing heavy with Thunder & Lightning appearance of a change of Wind at 2 AM handed Topsail flying Jib begun to blow heavy furled Mainsail at 3 AM Wind SW at 4 Squally raining at Day light fell in with & spoke a Ship of steering Newyork in the Storm at 9 AM set the [illegible] & [illegible] more moderate Wind about NW
Latt 33.44 Long 76.40

Monday 17 Feb 1845

this Day begins with fresh Breezes from SW Sailing N & E 6 Miles pr Hour at 2 PM Set all Sail going free at 6 Wind Shifted Suddenly to the Northe blowing fresh Reefd Topsail furled at Dark and Mainsail single Reef Foresail handed Flying Jib found ourselves just in the Northern Edge of the Gulf Stream by the Large Rips that we were in & the Gannetts that we See Flying about Etc. at 9 More Moderate the Gulf Swell on Midnight Light winds & continued So through the Day Latt in Obs 35.23 Long 74.20 we are now 8 Miles to the North of Cape Hatteras & fifty Miles to the Eastward

Tuesday 18 Feb 1845

All this Day fine pleasant weather first & Middle part Light Winds from West NW toward Latter part come on Whole Sail breeze from S&W at 6 AM tacked Ship to the Westward to try to get out of the Gulf Stream as we were Just on board of the Rips which forms the Western edge of the Stream & found that its course was ENE from [illegible] & colour our water to pea green [illegible] Ship is N by E & E. one Sail in Sight [illegible] at Noon Sounded run out 80 fathoms no bottom Latt by Obs 26.57 Long 74.30

Wednesday 19th Feb 1845

All this Day fine pleasant weather Wind from N.W.by N. to N.N.W. Untill Midnight Larboard tacks on board then tacked Ship to the W.S.W at 4 Light airs N.N.E at Noon nearly Calm & a Smooth Sea & Delightfull weather Latt 37.44 Long 74.0°

Thursday 20 Feb 1845

All this Day delightfull weather at 3 PM Light airs from E.S.E. Set Square Sail at 5 Wind N.N.E. light breezes at 8 the Wind E at 9 S.E Set Square sail again at 10 a fine Breeze Sailing 6 knots Midnight the same & continued through the Day Several Sail in Sight this forenoon we have been Sounding & by calculating at Noon that we should not have more than 50 fathoms of Water but Let out 75 fathoms & no bottom

Latt by Obs 39.12 we were much further to the Eastward than we expected)

Friday 21 Feb 1845

First & Middle part of this Day fine pleasant Weather Wind S.S.W. Steer N.N.E 8 PM Sounded 33 fathoms at Midnight 25 fathoms at 1 AM Made Long Island & could not exactly tell how far we were towards the Eastward for Ship Steer E by N Wind have variable [illegible] to the West then S.W. at Daylight made Montauk Light House just at 8 AM thick Smoky Weather hauled over N.E. for the Narragansett Shore. at 2 PM [illegible] Point Judith. at 4 PM past Seconnet Rocks [illegible] mile Distant just in Sight Sailing 7 miles pr hour at 4.30 we Shut in thick fog again [illegible] bore Steering East Since passing Seconnet Rocks at 5 PM Steered E [illegible] at 5.40 [illegible] kept [illegible] E b N [illegible])

Schooner
Gazelle
12/1/1846 – 4/8/1847

& Supposed that they were on the Sow & Pigs but it proved to be on Cuttihunk for the Light broke out on our Weather quarter. Steered N E by N & N E & North fell in with Mashcum point got Soundings in four fathoms, kept of E & E N E & [illegible] into 7 fathoms then N E & N E b E & run about 3 Miles the fog got into 5 fathoms Wind Light concluded to come to Anchor & wait untill fog cleared off it is Now 8 PM & Judge Ourselves just Down Hills or Just Dumpling Rock L House _ we consider our passage up & have had a delightfull one have no Gales of Wind although we have had fresh Breezes that has wafted us quickly & those only towards our Desired Haven. Peace & quietness has prevailed on board of my Little Bark I have endeavoured to Carry Out the principles of the Religion of my Blessed Lord & Master Jesus Christ I have held a number of Meetings on board ~~[illegible]~~ & as Many On Shore as opportunity offered & that was a number of times praised be the Name of the Lord
this Evening held prayers in the Cabin to return thanks to the Lord for his great & Mercy and blessing conferred upon us

Saturday Feb 22d 1845

a heavy fog untill 9 am at 8 am Sent the [illegible] to the Shore to ascertain where we were the Boat returned at 9 just as the Fog lifted & found ourselves near, — one mile from Clarks point Light House bearing N N E [illegible] Striking Changes & So quick [illegible] that all Wise Providence has guided us & No a brisk breeze has sprung up from [illegible] got under way found the river as we beat [illegible] obstructed by Ice while beating up the river [illegible] Palmers Island & Rodmans Wharf ran on [illegible] it being about 3/4 Ebb

remain there At being 11 Am. at Noon went with
Our Small boat across the River to our own Native
Town & up to My House found My family well
& All My friends & Relations We have been
absent from home 3 Months & 27 Days. &
have Supplyed 36 Light-Houses begining
at George Town S. Carolina & ended at
Vermillion Bay which is the Last Light-House
in the U. S. States of America which is
one Hundred fifty Miles from ~~[illegible]~~ the
SW pass of the Mississippi River

Journal of Voyage in the Schooner Gazelle
in Supplying Light Houses Commencing at George
Town S Carolina Ending At Vermillion Bay
Louisiana. finished Loading Nov 23 1846 Detained
from sailing by Heavy gales untill Monday Nov 30th when
we Set Sail blowing Heavy from North [illegible] before
we past Mashem Point Double reefed the Sail
[illegible] flying Jib [illegible] [illegible] for the hens
& Chickens [illegible] [illegible] Sea [illegible] ~~[illegible]~~ [illegible]
past [illegible] Rocks [illegible] [illegible] 12 hours —

December ~~October~~ 1th 1846
Commences [illegible] With stiff Gales [illegible]
at 4 Am took My Departure from [illegible]
bearing [illegible] Steering [illegible] At 10 [illegible]
We have run [illegible] [illegible] [illegible] 121 [illegible]
SW [illegible] Latt by Obs 39.20

Decm 2d 1846
All the Day fresh Winds from [illegible]
& S.E. Latt by Obs 38.02

December 3d 1846
this has been a Blustering Day [illegible]
blowing & Raining at Noon [illegible]
& 1 PM 21 fathoms [illegible]
at 4

to Southward of Chincoteague with a Light Ship
the [illegible] at 5 we Spoke a pilot boat from the [illegible]
of Capes a heavy Sea on at 7 Am [illegible]
by [illegible] of the Gale with a gale of Wind at 11 Am
began to Moderate wind [illegible] the Sun came
out & got an Observation 37.30 glad to have good
the other again we are Now in 14 fathoms water

Friday 4 Decm 1846

[illegible] fine Day pleasant weather & Stiff Breeze from
NW to WNW at 5 AM Spoke Brig Oneida Capt
[illegible] of New Bedford from the West Indies bound to
New York Steard SSW until 4 am Sounded in
11 fathoms then Kept off South until daylight & then
made Chicamacomico Woods 20 Miles to the Nd of
Cape Hatteras Light at 9.30 past through the point
[illegible] in 14 left 3 fathoms it was remarkable Smooth
no breakers to be Seen although it had been blow
ing heavy the Day before at 11 ~~[illegible]~~ Am Just in Sight of
the Light bearing NE 18 Miles distant from Which I
took My Depr Steering SW Sailing 7 Knots at Noon
Latt by Obs 35.07.

Satt Decm 5th 1846

[illegible] Day begins with Delightfull weather Sailing 7
Miles per hour at 4 AM made Cape Lookout Light House
bearing WNW at 6 am it bore only W. dist 16 Miles
from which I took my Depr for the Frying pan
Shoal Steering SSW by W Sailing 7 Knots Clear Star
light night Wind NW light [illegible] past [illegible] on board
[illegible] bound [illegible] at 4 am Struck Sounding on
[illegible] passing over in 7 fathoms Sounded in for
[illegible] time, Stood WSW for Georgetown L House
[illegible] am Steered W by S at Noon Latt ob 33.25
6 Miles to the N of the Light ~~to cross the~~ Day
[illegible] am made North Island from [illegible] to pilot
[illegible] [illegible] took a pilot of the bar Wind NE
[illegible] [illegible] to Winyaw pilot [illegible] nothing to
[illegible] [illegible] [illegible] until [illegible] left the point
[illegible] L House [illegible]

we have had a quick passage from Beaufort
the three first Days was pretty Severe weather the
Sea Stove in our gangway boards & was oblige to take
in our Small Boat on deck for the first time Since
I have been Master of the Schooner then 3 Days brough
us as far as Cape Charles in 17 fathoms & the 2 last
Days fine pleasant weather Wind at [illegible] which
brought us of George Town Bar ha pilot on board
at Sunsett at 8.30 Pm bore away to go in the
point channell & just before we enter the main
River kept rather to [illegible] the point ran on to the point
Shoal & brought up about high water & was oblig
to lay there So ends this Thirty Six hours Sea acc
ends

Sunday 6th December 1846

All the Day fine pleasant weather Wind at
E N E. Schooner Lying aground on the South
point of North Island George Town Shoaling
we are in hopes to be able to get of this Coming high
water at 9 Am a Light Center board Schooner
Calld the Wm Benton came in from Charleston agre
to give him 20 Dollars to Stop until high wate
to See whether we would be able to get of if not
to take out a part of our Cargo & to Stay by us unt
ill we got of. high water Came could not start her
Consequently was compelld to lighten the Schooner
agreed with the Captn to take a Sufficient quantity
to lighten So that we Should be able to get of the eveni
ng tide for 75 Dollars So that he could be able to
leave next morning flood to go up the River &
providing that we could not be able to get of then
I was to give him one Hundred Dollars for lighting
& after that 20 Dollars pr Day as long as he [illegible] him
(in the afternoon the Schooner came within 50 yards of us
& let go his Anchor ran a line to the [illegible] [illegible]
Commenced lightening our Cargo & [illegible] [illegible]
the [illegible] from [illegible] to the [illegible] [illegible] [illegible]
Potatoes [illegible] [illegible] [illegible] was a Sufficient

quantity to lighten us but the evening tide not being high enough was not able to get off consequently was obliged to remain she did not heal any it being quick Sand) So ends this Day

Monday 7th Decm 1846

All the Day fine pleasant weather first & middle part calm Latter part fresh Breeze from SW night about at 11 AM run our best bower anchor then into the channel but 8.30 AM hove her into the channel the quick Sand) cut ~~on~~ away & we got off at half tide towed up along side of the Schooner but 11 AM had all our Oil on board gave him Eighty Dollars to tow her up the River, that is I gave him my note payable to Mr Charles Albert in Charleston SC at 2 PM passed George town Light house then away all our Oil & no detention after all to Government but have to loose 80 Dollars through the imprudence of the Pilot

Tuesday 8th Decm 1846

All this Day blowing fresh from South to SW first Clearing up Latter went & got board so was not able to get out 7 Tierce of [illegible] in first this afternoon

Wednesday 9th Dec 1846

While lying at George town L House got under Way at 10.34 with a light Breeze from the North got about one Mile below the L Ho then came Squally to SE returned back to our anchorage & came to Anchor at 6 PM thick fog. Here to Meeting in my Cabin for the first time since leaving home My evening discourse was from the 24th Chapt Mathew which shows to me that the generation that our Blessed Lord Spoke of has only 3 years to Run before it ends then the Lord Comes to take his Ransome people home & renew the Earth by fire bring it back with a new [illegible] [illegible] [illegible] to the

Lion will lie down together & nothing shall harm
nor destroy in all Gods Holy Mountain Saith the
Lord   So ends this Day with a thick fog

Thursday Decm 10th 1846

First part of this Day thick fog being Shifted to S E
Soon to East at 7 AM SE very Smooth & blowing
fresh at S at 9 S SW could not Sail at
2 PM being then blowing fresh at 7 PM
Cheer Another a Bark outside with her colour
Set for a pilot & the pilots went off & put
a pilot on board this afternoon Several Craft
lying Above waiting for a time to go to Charles
ton we have only one high Water a Day &
that is at Noon consequently cannot Sail
before 8 or 9 AM in the following Day —

Friday 11 Decm

left the harbour & proceeded over the Bar at 11 AM
fresh Wind at North at Sunsett came to Anchor
of Cape Roman Light House bearing W S E Dist
2½ Miles in 2½ fathoms at Low water at 6 PM Started
with our Supplies very Smooth & at Low water
had a considerable trouble in finding the way in got
in Shore at 7 PM finished & got through at 11 Returned
on Board at 12   got under Weigh for Charleston
So ends the Day

Decm 12th Saturday

first part of this Day fresh winds at N at 2 AM
made Charleston Light at 3 AM hove to waiting for
Day light to take a pilot at 7 took a pilot at 10 AM
Came in over the bar at 11 Came to Anchor at our old
anchorage place took our Supplies to the [illegible]
to Stratton a distance of 8 Miles there we did [illegible] then found
nothing to put the ice into returned back [illegible] same way
& Sailed up to the City & came to Anchor at 3 PM
So ends the Day Light [illegible] [illegible]
& this too [illegible] [illegible] all Night —

Sunday 13th Decm 1846 Lying at Charleston
All this Day fine pleasant weather Myself & crew went to the Bethel all Day

14th Decm Light airs & changeable weather all this part Having got some repairs done on Shore Ect

15 Decm 1846 Tuesday

All this Day fresh winds from NE & Clear weather got under Way from Charleston at 7 Am bound down into the Roads Came to Anchor went & supplied Charleston Light left 325 gls Spring 112 gls Winter Returned back at 7 PM A causeway has been Made about 500 feet long so that it is much more Convenient than it was we have Con Supply it at half tide which it would be bare where we usually Land our Supplies, here we have to Roll our Oil one Mile

Wednesday 16 Decm

Winds [illegible] NE Started early this Morning with our Long Boat & the Supplies of Oil for the 2 Beacon Lights at [illegible] Lazaretto 4 Miles distant & left 32 gls Winter & 53 gls Spring Oil these Beacons has one lamp each of [illegible] burning [illegible] Made & 16 Inch Reflectors. Returned on board at 1.30 got under Way to Sail Over the Bar & proceed for Tybee Lights at [illegible] Am pass the Bar in going out the [illegible] you [illegible] on your Larboard hand giving it a berth of 100 ft in the best of Water then Steer for the 2d Bo[illegible] which you may pass Close on board leaving it on the Starboard hand then Steer for the Bar buoy leaving it on either hand as it lies in the best of Water on the Bar

[illegible] [illegible] the Bar Set All Sail weather [illegible]

[illegible] the appearance of a Storm at [illegible] [illegible]

[illegible] nearly calm & a heavy Swell [illegible] in

[illegible] [illegible] at 4 PM [illegible] blowing from SE

[illegible] [illegible] of the Hunting Islands [illegible]

[illegible] [illegible] Sail [illegible] the Bonnett of the jib

[illegible] [illegible] one [illegible] of

[illegible] SE

& Blowing a heavy gale & sea rising furl Mainsail
the Same So ends the Day

Thursday 17 Decm this Day
begins with a heavy Gale of Wind & a short
ugly Sea in 14 fathoms Water taking jib
all and Reef Mainsail at 2 Am Lost our
Jolly Boat from the Cranes bow rope parted
& unhooks the Bow Tackle & Swung her bow
aft Jerk out her Stern Ring Bolt & Stove
herself under the Stern before Sheering her
Self Sorry to part with her She was Such a
fine Sea Boat at 4 Am Wore Ship to
the SW 15 fathoms heavy Sea on Labour-
ing Bringing a great Deal of Water over the
Lee railing heavier than a written Deck we
have been up All night & a heavier one we
have had Day Light came Glad to see
it Blowing very Heavy wild flying Clouds
at noon a little more moderate 12 fathoms
heading up NNW by W WSW Lat 32.21
at 2 PM it began to moderate Set the jib
let one reef out Mainsail at 5 PM the
Charleston Light bearing NW by W at 8 PM
hove to back of the Bar to wait for day
Light Wind West Glad to get in with
the Land again praise the Name of the Lord
for his paternal care which has been over
us

Friday 18th Decm
this Day begins with moderate Wind from
W & Clear weather at Sunrise took a pilot
on Board by the Name of Lee beat up the
Ships Bar at 10 Am Wind backing to SW
at 11 Came to Anchor abreast of the City of
Charleston glad to get back again [illegible]
Shore to See if I could find [illegible] that
answer [illegible]

but could find none that would suit I hear that the Ship Hudson Capt [illegible] had brought a new boat out from Boston 18 feet long immediately went purchased her for 45 Dollars without any paint on her — was considered myself very fortunate in obtaining one the Day ends in heavy Rains from S SW

Saturday 19th Decm

Lying at Charleston Wind bound blowing heavy WSW — at 11 — Capt Perryman the Sarah of Charleston arrived Yesterday from Darien with Rice

Sunday 20 Decm fine pleasant Weather Wind West went with my Crew to the Bethell All Day Capt King Came on board & took tea. — — — —

Monday 21 Decm

Blowing fresh from SW Wind bound

Tuesday 22 Decm 1846

all this Day fine pleasant weather Wind fresh from West at Day light got under way & proceeded down the River [illegible] then [illegible] at 9 am crossed the Bar Wind WNW [illegible] beating towards Savannah Bar at 6 PM Tybee Light ~~[illegible]~~ in Sight bearing South 4 miles Distant 3 Schooners in Company at midnight pleasant Weather Wind WNW

Wednesday 23 Decm 1846

all this Day [illegible] Winds from North to [illegible] [illegible] at 3 Am [illegible] the Light [illegible] [illegible] at 4 or [illegible] [illegible] at 6.30 Came to Anchor [illegible] [illegible] at 8 am [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the act of

Left 544 the Spring Oil & 259 Gallons Winter Oil & 135 Gallons in mine) returned on board at 6 PM a hard Days Work

Thursday 24 Decm 1846

finished regulating the Lamps at Savannah Lt House at noon. Came on board & got under Way Wind at North Light at 1 PM [illegible] the Bar & Steered SE untill got into 7 fathoms then SW by S for Doboy Sound) [illegible] Bar at 10 PM made Sapelo Light at Midnight hove to to Wait for Day Light So ended the Day Light Airs from South

Friday 25 Decm 1846

All this Day Light Winds & variable from SW to SSW at 11 Am came over Doboy Bar the Bar buoy which Should be placed outside of the Bar With the Black Beacon just open to the South of White one or between the Dwelling & White Beacon which will carry you in the best water we found) the Bar buoy one Eight of a Mile to the No of its proper Position on the bar & likewise the do Breaker Buoy one quarter of a Mile to far inside of the sh Breaker there is to much Neglect by the Super Intendants of Light Houses, vessels will be cast away in consequence of the buoys being ~~[illegible]~~ out of place at 12 Came to Anchor abreast of Sapelow L H Went on Shore & Supplied [illegible] of at Dark ~~Lo~~ Left 357 Spring Oil 166 [illegible] Winter

Saturday 26 Decm 1846

Lying in Doboy Sound) Wind West, went with our Long Boat & Supplies 5 miles to Sapelo High Island) Beacons Lights containing two Lamps each returned on board at 2 PM Wind NW [illegible] the Day.

Sunday 27 Decm 1846

Lying at an Anchor of Sapelo Light House fine pleasant weather [illegible] [illegible] [illegible] no [illegible] afternoon

Monday December 28th 1846

Lying off Dobey Inlett at 7 A.m got under Way for St Simons Light at 8 a.m Crossed the Bar the Black Beacon open to the South of white Beacon Which Carrys you out over the bar in the best water [illegible] Wind) [illegible] in) to [illegible] towards St Simons Sound) at 3 P.M Came to Anchor in the St Simons Sound in 4 fathoms Light [illegible] to Day

29 December 1846

got under way at Day light [illegible] South brought the Light to bear NW by W [illegible] Buoy Lying off the Breakers Head) after running [illegible] the distance from this buoy to the L House over a Shoal [illegible] Ground) running Across the Channell having 3 fathoms at low Water you can pass either Side of it & to Come to Anchor before the L House [illegible] [illegible] the Light [illegible] on bear) Wind SE [illegible] this Day.

30 Decem 1846

got under Way from St Simons at Day light & Stood out over the bar [illegible] SW & Light at [illegible] past the Buoy [illegible] which buoy lying to the S of the [illegible] Breakers the Light on little Cumberland being N by W [illegible] about [illegible] the Light [illegible] [illegible] 2 points on Starboard) bow Sailing [illegible] 5, 6, 7 fathoms [illegible] you [illegible] of [illegible] there [illegible] Sand) point running off from Cumberland) SSE point [illegible] the L House to bear NW you are [illegible] [illegible] the Beacon [illegible] in 4 fathoms Came to Anchor [illegible] [illegible] to Anchor with that bearings

31 Decem 1846

Lying in [illegible] Sound [illegible] there [illegible] the L House [illegible] bearing [illegible] to [illegible]

January 1th 1847 All this Day fine Cloudy Weather Wind from SW to SSE got under way from Little Cumber Light at 7 AM & proceeded over the Bar after passing the Bar Buoy Steered out E about 3 quarters Ebb tide very uneven Bottom for 2 Miles from 2 1/4 to 3 fathoms then deepened as we went in deeper Water to have Steer from the Buoy E by S or E by N [illegible] the L H & buoy were brought in range until we deepened

at 4 PM took a sight of Amelia Bar the L House bearing SW from the Buoy just outside of the Bar as you Sail in have the first buoy on your Larboard hand which is the nearest to South Breaker then run for the 2d Buoy leave it on the Starboard hand about 2 Cables length then WSW 1/4th of a mile then keep the [illegible] until you come up with the point Shoal on Which a Small Spar buoy is placed then haul towards the point of Cumberland Island & your Eye will be your guide at 5 PM Came to Anchor off the town of Fernandina in 8 fathoms hard Bottom Remained the Day. Saturday 2d we laid at Fernandina

Instead of friday.

Sunday 3d January 1847 All the Day pleasant Weather held a Meeting in the [illegible] in the Evening Remains the Day

Monday 4th

first part of the Day pleasant Weather the Latter part heavy Rain Squall Schooner Dragging [illegible] Shore at 4 PM While we were at the L House [illegible] one & half Mile distant Supplying & Relieving [illegible] before we got on board they got the [illegible] being afloat then had to leave the Light Boat with the Crew 3 Miles after [illegible] on board got the Schooner in the Mouth of River to anchor in Small boat Struck a Drift [illegible] to get the Schooner under Way [illegible] go & [illegible] Seemed

Tuesday January 5th 1847
Lying at Fernandina went to the Lt House
to finish our Repairs returned on board at 11 Am
got under Way & stood over under Cumberland
Island came to Anchor in 3 fathoms just below
the lower point went on shore & got Wood

So ends this Day

Wednesday 6 Still Lying off at Cumberland
Island no time to proceed to Sea went up
to St Marys at Sunrise near [illegible] with
Mr Clarke the Collector at 11 Am was towed down
by the St Matthews Steam boat Capt McCoulter -
afternoon occupied in getting Wood -

Thursday 7 Jan 1847
got under Way from Amelia Sound at 11 Am
& proceeded over the Bar turned to [illegible] towards
St Johns at 1 PM took a heavy Squall from
the North attended with heavy Rains which
lasted about 40 Minutes then broke away & ran
in for St Johns bearing away at 2.30 went in over
the Bar with a Pilot there is 3 Iron Buoys which
you bring them in range leaving the first buoy [illegible]
[illegible] on your Larboard hand about a pistol
shot the 2d buoy you leave on your Starboard
hand & go Either Side of the 3d buoy & then haul
up [illegible] St George Island & come to Anchor but we
we came to Anchor abreast of the one buoy having
[illegible] with the pilot on board the Night blowing
heavy [illegible] & some tide here to let go our [illegible]
[illegible] here So ends this Day

Friday 8th January 1847
the [illegible] of this Day freezing Cold Weather Wind at
NNW at 9 Am got under Way & beat up one
Mile from the [illegible] Bay & came to Anchor off the Starboard
Inner point at 11 [illegible] went [illegible] supplied the [illegible]
got on board [illegible] 3 PM [illegible] pleasant weather
So ends this Day

Saturday 9 January 1847

Lying in St Johns River All this Day Wind to NE went up five Miles to St Johns Bluff to fill Water where were 3 Houses & 1 Small Store bought five bushels Sweet potatoes for 125 Cents Could only fill one Cask of water out of 2 Wells returned back at Sunsett returned on board at Sunsett So ends this Day

Sunday 10th fine pleasant weather

Still Lying in the River St Johns fine Pleasant weather held one Meeting in the Cabin

Monday 11 January 1847

at 1 PM got under Way & sailed over the Bar Wind NW fresh Breeze did not like the appearance of the weather Set All Sail for St Augustine at 4.30 PM Made the House Took in All our Light Sails Say topsail Double reef foresail & Mainsail Hove upon the Wind to hold on until Day Light the Better Part blowing heavy from NE & appearance of Heavy weather

Tuesday 12th January 1847

All this Day blowing heavy from NNE at 4 AM had 15 fathoms at Made the Land [illegible] Eight & at 8 AM Wore Ship & Kept off WSW continued to try to get into St Augustine [illegible] until the Wind hauled to the North of There again appearance of a Storm & in a Dangerous Coast the Wind from NE & the heavy [illegible] cannot Lay of Anyway at Midnight More Moderate Made More sail in 14 fathoms Wind hauled to E & E Saile Ship to the [illegible] Wind the Day had [illegible] in the afternoon that our upper Rudder Iron were Worked [illegible] the bolts Drawn out with working when the [illegible] started of & the same [illegible] the [illegible] way

Wednesday 13 Jan at Sea first part of the Day moderate wind at E & pleasant weather All sail set to it [illegible] much gone down at Day Light wind begin to freshen Kept off West to make land So [illegible] by calculation we are up with St Johns at 3 AM made St Johns L House bearing W by S hauled up West to go into Amelia Sound at 10 made the Light House bearing W by S hauled up [illegible] at 11 AM [illegible] the Bar standing in NNE at [illegible] tack ship off Shore & hove aback to wait for the pilot at 1 PM the pilot came on board bore away for the bar at 1.30 [illegible] came in got 3.30 [illegible] at St Marys [illegible] remaining [illegible] the Wharf [illegible] & [illegible] to work [illegible] all our remaining [illegible] [illegible] [illegible] them forward [illegible] ~~them~~ [illegible] [illegible] to get up the [illegible] [illegible] this Day

14th January 1847

fine pleasant weather unhung our Rudder [illegible] the Rudder [illegible] gone to the Lower [illegible] [illegible] the Blacksmith to work to make a [illegible] [illegible] All hands employed in Ships duty

15 January 1847

Laying at St Marys Wharf fine pleasant weather

Sat ~~[illegible]~~ 16 January 1847

[illegible] the Schooner on Shore at high water to [illegible] the [illegible] Rudder brace [illegible] Lower [illegible] [illegible] [illegible] [illegible] Started

~~Sunday~~ Sunday 17 fine pleasant weather

[illegible] a meeting this Blessed Day the afternoon in the Methodist Church by Request of [illegible] [illegible] to preach [illegible] [illegible] Discourse [illegible] upon the 2d advent of our [illegible] [illegible] [illegible] door & in the evening to the African [illegible] [illegible] one [illegible] [illegible] we had a [illegible] [illegible] [illegible] [illegible]

but Glory to God let them wear out in his Servise
in Striving to Save Souls if I prove faithfull I shall
have Immortal one that never will wear out —, Sab
evening held a meeting in a private House by request of the
minister }} Monday 18 fine pleasant weather
in trying to Straiten the upper Rudder
on the Stern Post broke it consequently have to make
a new one

Tuesday 19th January 1847
Lying at St Marys wharf this Day variable
& changable Weather wind from W to South &
Calm Our Rudder braces not Done & will
take nearly All Day to morrow to Compleet
it & put it on — got our Rudder Irons on but
not bolted So ends the Day

Wednesday 20th January 1847
Still lying at St Marys this Day cold blus-
ring weather afternoon Wet thick fog with
Rain got our Rudder Irons on & all ready to hang
the Rudder on the following Day

Thursday 21 fresh Gales from
NW to N & cloudy hung our Rudder this fore-
noon & got all ready to proceed [illegible] the [illegible]
at 1 PM Sailed from St Marys at 3 PM came
to Anchor at Cumberland Island went on Shore
& got Aboard at 9 PM blowing heavy —

Friday January 22d 1847
All this Day blowing fresh from North
Lying Still under great Cumberland Island
went on Shore & got a large Supply
of Live Oak Wood So ends the Day

Saturday 23th Janu
first & middle part of this Day Light airs
& Calm at high Water at 3 PM wind came
in fresh at SE & appearance of a Storm
could not proceed to Sea. high water at —
at 12.30 PM

Lying at Cumberland Island Sunday
January 24th 1847
first & middle part of this Day fresh wind
from the South, at 3 PM heavy Squall
of Wind & Rain from the NW at 4 wind
broke but still Raining heavy let go our
best bower Anchor at 5 it began to light
up at 6 PM became foggy held a Meeting
at Mr Grays plantation 7 miles from our
vessell at held it in one of Slaves Houses
Mr Gray & his family attended consisting a wife
& Daughters & 2 Sons I took the first Chapter
Hebrews for my afternoon discourse had an inte-
resting Season & I hope it will like Bread cast upon
the Waters to be gathered before many Days
all the Slaves present

Monday 25th January
Still Lying at Cumberland Island Stay
all this Day foggy Wind from NE could not
get to Sea this Day.

Tuesday 26th January 1847
All this Day Light Airs from NE to E & foggy
could not get to Sea at 8 PM thunder &
Lightning Middle part heavy Showers of Rain

Wednesday 27th January 1847
this Day begins with Showers of Rain Wind
from NW at 4 stopt Raining Wind NW at 7
AM pilot came on board got under way & proceed-
ed over the Bar with three pilots on board at 8 AM
landing them outside the Bar Light House bearing
WSW paid them Eighteen Dollars Steere ESE 1 mile
then SSE for St Augustine Set all Sail Wind
NW at Noon St Johns L House bore W by N
5 Miles Distant, the course SSE will carry you
about half the distance from St Johns to St Augustine
then Steer SbE [illegible] PM [illegible] St Augustine
[illegible]

at 4 PM made the Light-House of [illegible] at 5.20 Came in over the Bar by the Pilot boat wafing us in it being just high Water & the Sun just a Setting & how blest we are of the Sea in getting into port the Wind is now Blowing fresh from North E & we are in a Snug harbour this is the first time that I ever was doing this before leaving Amelia at half Ebb & arriving at St Augustine the next flood the Evening Clear Star Light---------

Thursday 28 January 1847

Lying at St Augustine All this Day Blowing a Gale at E.N.E. at 4 PM Showery Rain Supplied the Light at Noon the Large Shoal Outside made it Smooth at Low Water to the L House; this bar has changed altogether from last year the Course out then was over about E & S now it is N.N.E. & 13 feet on the Bar at high Water Full & Change of the Moon Latter part Raining hard

Friday 29 January 1847

Lying at St Augustine First & Middle part of this Day Blowing a heavy Gale from E.S.E. to S.W. & Raining heavily after Noon. at 2 PM Wind S.W. at 4 W.S.W. & Clear, a very heavy Sea on the Bar Blowing heavy. went up to Town this afternoon bought a Bl Flour for 7.50 $

Saturday 30th January 1847

First & Middle of the 24 hours Blowing fresh from N.W. at the Dawn of Day the Pilots Came from Town with their Small Row Boat left one Pilot on board & with the other Pilot Sail out over the Bar & [illegible] them [illegible] for us to get under Way we did) to [illegible] Sail about 1/4 Mile inside of the Bar we found the Bottom [illegible] in Consequence of weather [illegible] Breakers) we [illegible] out our Course out was [illegible] had 2 fathoms for a Distance of 1/2 Mile before the [illegible]) then on the Bar the L House bore W.S.W. [illegible] the three Boys on the Starboard) [illegible] Squire) [illegible]

S S E at 7 AM from the South of Anastasia Island
16 Miles Distance at Noon Latt Obs 29.25 N
Sailing 5 Miles from the Shore we have run since
7 AM 18 Miles to Noon thus ends these 12 hours
Sea Account begins

Sunday 31th January 1847

This day Commences with Moderate Breezes at [illegible]
Sailing along the Florida Coast between St Augustine
& Cape Canaveral fine Clear Sky we have Sailed from
Noon untill 4 PM 16 Miles now Light airs from S S E
[illegible] Sailed 4 Miles nearly Calm at 7 PM Light airs from
the South some unsteady Squalls from S E we are
now 11 Miles from the Land Steering by the Wind E S E
at 10 PM wind veered from N W Set Squaresail midnight
[illegible] Steering S E at 8 AM Steer S b E & 15 fathoms
at 11 AM made Cape Canaveral bearing S S W Small
[illegible] Soundings from 11 fathoms to 4 1/2 depth of
[illegible] & [illegible] with 7 fathoms at Noon the Cape bore
[illegible] W Latt by Obs 28.28 N

Monday 1th Feb 1847

We have had a fine pleasant weather we Sailed [illegible]
from Noon untill 6 PM light Breezes from N N W
[illegible] fresh Stiff breezes at 4 PM Cape Canaveral
[illegible] 15 Miles [illegible] S S W & made the Land
[illegible] midnight Steering S E by E at 2 S S E in Sight of
land at Daylight [illegible] in the [illegible] to
[illegible] of the Gulf Stream Sailing 8 Miles [illegible] have
[illegible] Moderate Breezes from the South
[illegible] Latt by Obs 26.14 [illegible]
[illegible] Course of the Luna So ends these 24 hours

Tuesday 2nd Feb 1847

All this day fine pleasant weather wind from [illegible] to E &
S E Sailing along the Coast of Florida we are now 36
Miles from Cape Florida & Sailing [illegible] on board the
the Luna at 2 PM past the Barracks at [illegible]
Key Biscayne in Sight [illegible] at S E by S the [illegible]
[illegible] point of [illegible] Reef

at 10 PM Steered SSE at Midnight S
at 1 AM S by W at 2 ac SSW at 2.30 got
into 10 fathoms on Carysfort Reef about on [illegible]
of Brothers hauled up SE a short time then
Kept off SSW at 4.30 made the Light boat
bearing WSW at Day light past the Boat
at 9 AM past Indian Key at Noon Latt 25 14.
So ends the Day fresh breezes from E&NE

Wednesday 3d Feb 1847

first & middle part of this Day fresh gales
& pleasant weather all Sail Set Sailing 8
Miles pr hour at 3.30 past Looe Key at 4 made
the Saddle Hills bearing West at 5 ac Mon
Key West bearing WbNW & past the Dry
Rocks at 6.30 made the Light Boat Light
on the Dry Rocks just to the Eastward of
Sand Key & at 8 ac it bore N E by E Steered
W by W at 12 at Night Sound in 13 fathoms
Blowing heavy hence Squalls took the light
Sails sailing 9 Miles pr hour Kept off W b W
at 1.30 AM made Tortugas Light bearing W
by N at 2.30 hove to for day light at 7 AM
beat into the East passage & came to anchor
in the Tortugas Harbour found a small
& the Cruising Sloop George Eldridge lying here
& a new Dwelling House a building for the Keeper
& appearance of a Squall out of the NW as
the Lightning & thundering at 11 AM heavy
Squall from NW let go our best bower anchor
We have had a remarkable quick passage
from St Augustine of 3 Days & 19 hours a
Smooth Sea all the way & pleasant weather
this after Noon Supplied the Light House
with Oil a new Lantern & the new Lighting
Apparatus was put up [illegible] Fresh K[illegible]
& drop lamps [illegible] 26 & 28 a large [illegible]
about to commencing the [illegible] it was mounted
about 30

part of the Materials we have here some appear the Fort will enclose about 5 acres of ground it is a delightful full harbour for a Ship to ly in & easy of access thus ends these 36 hours Sea Account ends

Thursday 4th 1847

All this Day blowing fresh from the N N E pleasant weather a heavy Sea outside

Friday Feb 5th 1847

First & middle parts of this Day Light winds from the N E & N E & pleasant weather at 10.30 Anchor weighed & Sailed from the Tortugas bound to St Marks at best out through the North passage a fine beating Channell When you have a fair wind bring the L House to bear South & Steer for it or [illegible] steering South will carry you clear at 2 PM took My Departure the L House bearing S S E 8 Miles Distant steering North at 3 Set Squaresail wind East at 4 PM took in Square Sail at 5 fresh breeze hand the Light Sails wind backing Latter part fresh winds from N N E

Saturday 6th Feb 1847

Sailing from Tortugas towards St Marks this Day from Midnight untill 4 PM fine Clear weather We have Sailed since we left the Tortugas 164 Mile N b W untill Noon this Day Latt Obs 26.04 at 2 PM Steering North wind [illegible] at 5 PM appearance of Rain at 8 [illegible] of Pleasant Sailing 4 Miles per hour.
53 fathoms at [illegible] ~~Sunday~~ 7th ~~Latt by Obs 27.04~~
7th Sunday first part pleasant weather wind at N E & N E Steering North all Sail Set at 8 AM blowing fresh hand all the Light Sails at 11 blowing heavy handed topsail & [illegible] Ship [illegible] Foresail [illegible] all hands employed
[illegible]

heavy Short seas & Made one heavy pitch & broke
our Jibboom Short off to the Cap with much difficulty saved
the Flying Jib without much Injury we had
bearing down Rains with the Wind at noon it
Lightened up Sun came out Obs Latt 29.08
we Sail since noon yesterday until noon to Day
116 Miles. Bottle put Overboard [illegible] in
20 fathoms Water

Monday 8th Feb 1847

this Day begins with Light Winds from
N E & Clear Weather All Sail Set by the wind
& a Smooth Sea Sailing 3 Miles pr hour [illegible]
at 7 Am. Wind hauling to Eastward there we
in 20 fathoms at 9 Set Squaresails & All light-
sails Sailing 5 Miles pr Hour at 10, 6 Miles
pr hour Sky overcast & a Smooth Sea at
noon Lighted up clear. Obs Latt 29.08 — 30 miles
to the Southward of St Marks Sounding in 10 fathoms
at 1.30 made (by Glass) Light bearing West-
South up N E & E & Clear [illegible] [illegible] at 6
PM Sounded in 4½ fathoms & [illegible] until 5 past
at 7 PM Made St Marks Light bearing N and
N E until the Light bore N & [illegible] then Run
N E until the Light bore [illegible] [illegible] then ran
for the Light until the Same [illegible] in [illegible]
at 9 PM 3 fath Light bearing N b W — So ends to
+a Short passage of 3 Days 5 & hours a very pleasant
passage although broke our Jibboom in the mean
time

Tuesday 9th Feb 1847

Lying outside of St Marks Bar in a [illegible] [illegible]
fine Clear weather from Midnight until 5 Am then
a thick Fog Morning Breeze from S E until [illegible]
it Lighted up Saw the L House & the Bar [illegible]
bearing N b W ½ Mile from the L House [illegible]
bearing W b N W got under Way [illegible] to come
in Past [illegible] [illegible] [illegible] [illegible] [illegible]

in foggy Weather & come to anchor about abreast of the E end Bank in 34 feet 3 fathoms. Where which of the Line we are in ~~[illegible]~~ dividing & gaining in with Keys it is now 6 PM & blowing fresh from S.E. the remainder of the night attended with Lightning & thunder

Wednesday 10th Feb 1847

First part of this Day & Middle part attended with thunder & Lightning & heavy Showers Rain Latter part Clearing & pleasant Wind N.W.
went on Shore & Supplied St Marks L House returned on board at 3 PM got under Way & proceeded over the Bar Steering out Mid channel till we crossed the Bar then Steered S by E for the East end of the Shoal which makes off SW Cape 6 Miles this Course will carry you out with 3 fathoms & When the Cape bears N.W. then haul up S.S.W. hauling gradually round the Shoal & keeping your Water at the same time & then in 4 fathoms steered SW. 5 fath WSW then Deepened in to 7 fathoms hauled up W by S at 8 PM made Dog Island Light bearing W at 11 we came to anchor in 3 fathoms the Light bearing W & supposed that we were about 4 Miles from the Light Latter part Moderate & a Smooth Sea Which of these the Island Lyes WNW & ESE & 5 Miles long

Thursday 11th Feb 1847

This Day begins With fresh Gale from N.N.W. & rain at 8 AM blowing so fresh that we could not Supply the Light on time got under Way Sailed down to the Bar the entrance Shows but very plain beat in under Close reefed Mainsail & Reef foresail with jib it was so blustering that the [illegible] could not come out consequently Sailed [illegible] at 11 came to Anchor 3/4 of a Mile from the L House E.N.E. at noon went on shore & Supplied the L House [illegible] of

but before Sunset Latter part Clear weather
& fresh Breezes from NbW

Friday 12 Feb 1847

this Day begins with fresh Breezes from NbW
& clear weather & Some Cold weather at
Day Light Cold all hands to get under Way from
Dog Island L House & When past the point Stand
SSE the Course the Steer Sailing out & When on
the Bar the Sand Point will bear NbW ½ W
about three or two Mile distant at 9 a.m. passed the Bar
there is no buoy upon it there is only one buoy down
& that is on the inside to the Westward of the Reef
which you have on your Starboard hand coming
out, when once over the bar your course along the
Georges Island is SW by W & WSW untill you
are down round the Cape & when you are
down & past the Cape you Soon will begin to get
Shoal water it will be gradual we found it in
3 fathoms heading round it. it bears South from
the Cape being 8 mile, it is a hard Spit St George
L House bore NbE ½ E when we were upon
the Extreme South end of it in ¼ less 3 fathoms
Wind NW at 3 PM a pilot boat spoke us
but wanted no pilot at Dusk beating up & came
to Anchor in ¼ less 3 fath L House bearing N [illegible]
2 Mile the day ends in fine pleasant weather

Saturday 13th Feb 1847

All this Day fine pleasant weather from [illegible]
of light untill 11 am Wind NbW
at Sunrise started both boats with [illegible]
& Supplied the L House with Oil & put on the
necessary Repairs on the Lighting Apparatus & [illegible]
on board at Noon Wind NW got under way &
Went to beating towards Cape St [illegible] at 15 legs which
about West from Georges Light 14 Miles
at 7 the Cape bore SbW ½ W 3 miles distant
tack Ship [illegible] in a [illegible]

Saturday 13 Feb 1847

bound) from St Georges L House to St Josephs Lt H. stiff breeze from SSW at 7 PM beating around the Shoal of Cape St Blass at midnight still a beating Standing off to SE & keeping in 13 fathoms then Standing in Shore gradually Shoaling our water untill we got into 9 fathoms then very uneven Bottom some casts of lead we would have 4 fathoms next cast 7 fa then 5. Blowing fresh from WSW by considerable Sea on getting Clear of the Broken edge Soundings more regular 7. 8. 9 & 10 fathoms — Across the Bay

Sunday 14 All the Day fine pleasant weather Wind WSW to WNW at 2 Am past Cape St Blass Shoal & [illegible] our Water in 10 fathoms at Day Light found we were about 8 miles to Southward of the Cape about 4 miles from the Land Running by the Lines [illegible] the Shore in Sight at at 10 Am made St Josephs Light House through the Woods bearing E N E 2 Miles Distant you cannot See it before it bears in that point this Harbour is the plainest of accep on the Coast your course is about N E before you Crop the which has about 14 or fifteen feet Ship water after Crossing the Bar you will Soon deepen varying your Course to East untill you pass the point then Haul round & Steer about SE & come to Anchor the Lt H bearing W by S ½ Mile Distant a fine Harbour the Wind any where from S to W [illegible] at any point cannot make but little Sea & good Holding ground. in the evening held a Meeting in my Cabin one of My Sailors spoke & likewise My Steward had an interesting season

Monday 15 Feb 1847

Laying at St Josephs Lt H fine Pleasant weather at [illegible] went on Shore & Supplied the Lt H [illegible] the Light Keeper & family after finishing our Supplies [illegible] into the Woods & cut down a [illegible] yellow pine [illegible] brought

on Board at 330 got under way for Pensacola
& then proceeded over the Bar after crossing
the Bar Steered SW untill the L House bore
East then Steered W 6 Miles then WbyN Sailing
7 Miles pr Hour wind E S E pleasant weather at
6 Pm Spoke a Schooner by the name of St Rosa
of N Orleans & from there bound to Apalachicola
Middle part Clear weather & fresh Winds all sail
Set continuing our course Which Ends the Day

Tuesday 16 February Tacking towards
Pensacola from midnight untill Day Light fresh
Winds from E & SE. Steering NbyW at 430 Am
Made Pensacola Light bearing NbW from
fore Yard at 530 Made the Black Buoy
which is bore WbyN then run for it at 6.30
Am Crost the Bar a heavy Sea on you are
bring [illegible] the Fort which you have on your look
out) Stand in bear close to Fort until then you
Sail out of the Harbour bring it to bear NbW & then
N E which will bring you in 3 fathoms across the
Shoal then Make off from the West side of the Harbour
at 7 Am [illegible] ahead) & a Light Wind) came to
Anchor abreast of the [illegible] of the middle ground)
& Lost with (Pilot on board). At 9 Am
a Breeze Sprung up got under Way Soon up
from [illegible] Landing place to Come to Anchor
Went Down to the L House & supplied it
[illegible] on board) at 3 PM the Day ends an
appearance of An Easterly Storm Recd this Day
a Letter from My Wife or Mrs Ingraham Keeper
of the L House

17 Feb Wednesday
First & Middle part Day Fine pleasant weather
Wind from E SE to SE at 9 Am got under way
from Pensacola & beat out of the Harbour a fine
beating Channel Sailing out with a [illegible] Wind
bound West Bring the [illegible] on the Starboard side
to bear [illegible] [illegible] [illegible] in 3 fath

Avoid the Shoal that Makes from the Point if you should Beat Weather Shoal More Easterly at 11 Got the Sound & Steered WNW bound to Mobile at 5 Pm Came in over the Bar Sand Island L House bearing NW½W Stiff Breeze from SE by S at 9 Pm Came to Anchor about 5 Miles from Choctaw point Light we Steered up the bay & Came to Anchor Light bearing N by W Latter part blowing & Raining

18th Feb 1847

First part of the Day Squally Weather with heavy Showers at Daylight Thick fog Continued through the Day we ran up about 3 Miles towards the L House & Came to Anchor [illegible] the Day

Friday 19th 1847

From Midnight to 10 Am foggy Wind to Southard & Squally Weather at 10.30 a fresh breeze at 11 we Came to Anchor the Light House bearing NW distant a half Mile ~~[illegible]~~ at Noon Went & Supplied Choctaw Point L House had the best time that we ever had although a difficult place to Supply on account of the Location of the Establishment in a Swamp got through & returned on board at 5 PM the Day end with a light Breeze from SE

Saturday 20th Feb — Lying at Choctaw Point — Changeable Weather Raining at times through the Day Went up to the City purchased Provisions & Groceries for the Gazelle Pork 12 Dols pr Bbl Beef 14. Molasses 32 — Butter good 20 & Flour 7.50. Saw Mr Wm Bryant & Charles Wood put a Letter in the Post office for My Brother & My family & Sea Enchantress Louisa Hudson. Returned on board at 4 Pm blowing fresh from SSE towards the Eve

Sunday 21. First & ~~Middle~~ part of this Day Rainy Weather blowing SW Middle & Latter part pleasant at 2 Pm Myself & Crew went up to the City & to the [illegible] the have got a New House built since we were here last year it is fine building very well calculated for a Bethell - Elder Alexander McGlashan Chaplain & appears to be a Nice man, far from believing any thing about the Speedy Coming of Our Saviour - believes he is far distant & far in the future 365,000 years before he comes to destroy the world he comes to every good man when he dies. a Millenium he will have previous to the Lords coming. I had a long conversation With him took tea at the Sailors with them where he boards after the tea returned on board lying 4 Miles from the City Latter part wind about

22 Feb 1847

All this Day blowing fresh from the N & NW got under Way from Choctaw Point L House & proceeded down the Bay past the two [illegible] which we left on our Starboard hand close on board after passing them a short distance began to Shoalen both we drawing 8 ft 2 Inches had) but soft bottom Steering down S by W - & ran a long distance before we deepened [illegible] [illegible] fill the Sail [illegible] [illegible] fresh at 10 am Came to anchor past in the lower [illegible] of the Middle ground to the North of Mobile Point the L House bearing S by W 2 Miles distant at 4 pm hove up our Anchor & went down ½ Mile towards the Point & came to again in 4½ fathoms. Light House bearing SSE one & half Mile the Day ending clear weather & heavy wind

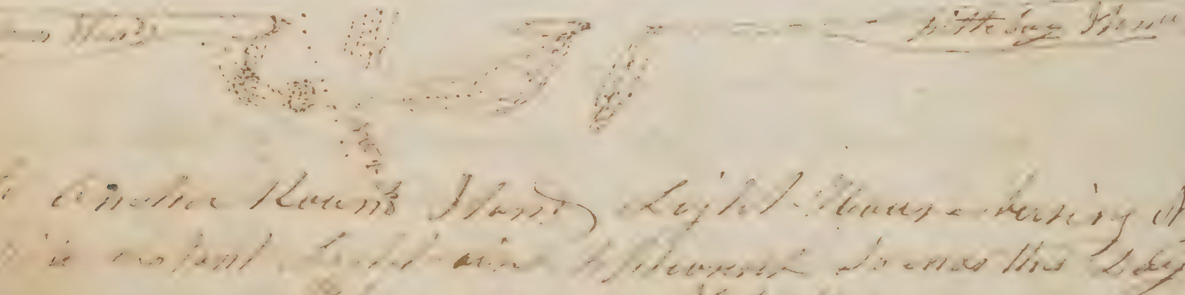
Febuary 23th 1847

Lying in Mobile Bay first part of the day wind from N to NE Middle part Calm Latter part light winds from South at 7 am [illegible] [illegible] [illegible] of the Point L House & came to Anchor in [illegible] fathom L House bearing per compass SE by E ¾ Mile went on Shore & supplied the L House had a very smooth time. the Keeper Mr Dinsmore [illegible] [illegible] with the [illegible] [illegible] [illegible] advice a [illegible] [illegible]

Went to the ship got through at 3 PM returnd
on board Tide having a head went on Shore again
& got to the Same returnd on board at Sunset the Day past
in pleasant weather

Wednesday 24th Feb 1847

Fine weather variable & changable got under
weigh from Mobile Point at (Day light) & ran over
breast of Sand Key & came to Anchor of the East
point in 7 fathoms See a Small Pilot Boat on the
[illegible] Point Boat was setting & making Signal my Brig
Boat to take of the men which I went on Shore
to repair the [illegible] the boat returnd without the
men from the Port She prov'd to be the Pilot boat belo
ng to Pensacola & Alabama in bound to Mobile
Pilot come in over the Bar & lost him his Kedge
Anchor [illegible] about one hour she came of but in
the mean time I had sent my Small boat with
4 men to assist him but got of before the arrived but
got the Anchor which the Pilot Boat Slipt & carried it
to her finish our Supplies of Men returnd on board
at [illegible] Weigh & proceeded over the Bar & after
[illegible] Stand [illegible] for the East end of Horn Island
[illegible] Miles distant at 3 PM [illegible] on board the bar bring
the Sand Point to bear [illegible] & Run for it until
[illegible] the Bar then [illegible] the least water was 4½ fms
[illegible] the bar is Some change since last Year
[illegible] the [illegible] has [illegible] further [illegible] at 6 PM



Came to Anchor Round Island Light House bearing N by
[illegible] 2 miles distant Light airs & pleasant during the Day.

Thursday 25 Feb 1847

Lying 4 miles from Round Island instead of 2½ Miles
[illegible] middle [illegible] Ten M at Sunrise Started with
both Boats and to Supply Round Island L House
& Returnd on board at Noon got under weigh under

to proceed to Cat Island Light House about 30 Miles Light Winds from E. between Round Island & Horn Island there is very Shoal ground but it is Said there is three Chanels between the 2 Islands it has just been Surveyed & I am informed that there is a New Chanell of 3 fathoms about ½ Mile of Horn Island however we past through about 2 thirds of the distance from Round Island to Horn Island & about half flood Light Winds I took My Jolly Boat & 2 Hands & rowed ahead of the Schooner & Sounded & found the way through we had over 9 ft which was the Shoalest Water we had Drawing 8 feet 3 Inches then deepened gradually into 2 ¾ fathoms then Steered due West when Round Island E b N at 7 PM past the East end of Cat Island & Steered West b S about 20 Minutes & Brought Cat Island bearing WSW at 8 30 we Came to Anchor the L House bearing S ½ W distance one Mile the Day ends in ~~Stiff~~ breezes from ~~E b E~~ East—

Friday 26 Feb 1847

first & Latter part ~~all~~ of this Day ~~Hurricane~~ & Lightning & thunder with Heavy Showers of Rain at Sunrise Went on Shore to the West end of Cat Island & supplied the L H returned on board at 11 AM in Company With the Schooner New Year Capt. Davison at ~~Meridian~~ Noon Came to Anchor Pass Christian Light House bearing N b W 2 Mile Distant in 11 feet Water Went on Shore & Supplied the Light returned on board in a heavy Rain the Day ends the Same

Sat 27th 1847

the Most part of the Day Blowing heavy from N to West at 3 PM put our Supplies on board of the Schooner New Year Capt. Davison in Company left our Schooner to Supply Six Lights upon Lake Ponchartrain at Midnight Came to Anchor 3 Miles from St Joseph Island [illegible] Light of [illegible] Island Light in the [illegible]

Sunday 28 Feburary 1847

Lying to Anchor & Sailing towards N Orleans got under Way at 4 am & wind a heading at 10 am [illegible] a Wide Lake in a narrow Place to the Rigulets bore up opposite Pleasanton Island L House Came to Anchor in the Mouth of Pearl River a strong tide against us & the Wind [illegible] [illegible] So ends the Day

Monday 1th March 1847

Wind variable from N to N.E. & SE. So at 3 AM got under Way from the Mouth of Pearl River & proceeded through the Rigulets at Daylight passed Point [illegible] at 11 AM arrived at the Rail Road [illegible] the L House at 1 PM & sailed for Bayou St John [illegible] at 4 PM & arrived at the New Cannal at Sunset So ends the Day

Tuesday 2d Early in the morning [illegible] New Canal Light returned back to the Rail Road L House at 9.30 at 11 AM went into the City found the Schooner Mary Capt Stewart of New Bedford got 55 Dollars of him & gave him a draft on Jona Howland payable to Haskell & Randall, & bought 2 tierces of Molasses at 30¢ 2 Kegs [illegible] at 9¢ [illegible] recd one Letter from My Brother [illegible] back at 8 pm on board Schooner [illegible] blowing fresh at SE so ends the Day. gave the L House Keeper Mr Page 2 Letters one for My Wife & Brother of New Bedford

Wednesday 3d March 1847

at 4 AM got under Way for Pass Manchac [illegible] [illegible] the Lake Ponchartrain at 7 am [illegible] Small about 2 Miles [illegible] Came to anchor [illegible] about one Hour got under way [illegible] with the [illegible] pouring down Rains through the Day at 2 [illegible] & supplied the L H. Lightning [illegible] the Day ends the Same

Thursday March 4th 1847

First & Middle part of the Day
Cloudy Wind from N got under Way 4am from pass Manchack L House to Sail for Tchefuncta L House the Course N.E. Nine Miles beat there & Arrived at 11 Am the Bridge or causeway remaining Sail Made it Easy getting our Oil on Shore got through at Noon & Sail for the Rigolets L House Light Breeze at Noon at 3 PM fine Rain at 4 do Stiff breeze from North Made Point Asoir at about 10 Miles from the entrance of the Rigolets at 8 do Entered we are 6 Miles from Pleasonton Island L House at 9 Arrived there came to Anchor. the day was in pleasant weather

Friday 5th March 1847

Lying At Pleasonton Island L. House. Wind at N went on Shore with our Supplies Early this Morning & Repaired the Lamps which the Supplies of Oil that was necessary for its yearly Consumption took breakfast With the Keeper Mr White whom I was acquainted with in N York in 1835 - gave Me on my leaving this Morning 2 lb of New Butter which Mrs White had Just Made as they have Several Cows got through at 11 Am return on board got under Way for to return back to our Schooner at pass Christian Wind NE beat out of the Rigolets into a Wide Lake Cold Lake Bourgne At 8 PM in Sight of Pleasonton Island Light beating down the lake Light Wind from East at Midnight Come to Anchor in the Mouth of St Louis Bay

Saturday 6th 1847

Lying in the Mouth of St Louis Bay 4 Miles from pass Christian L House this Day begins with fresh Winds from East at Day Light got under Way to beat down to our Schooner but had to return to Anchor again Wind increasing & appearance of a Storm at 8 am I went on Shore & walked 3 Miles to pass Christian L House Returned back to Anchor [illegible] Wind increasing [illegible] blowing a gale [illegible]

Harbour the wind to the East—but our Schooner is in an open Road stead although Shoal water that is 11 feet where She lies but makes it rough in heavy gales there is no prospect of our getting on board of the Gazelle to night without a change of Weather & no appearance at present the Crew have Supplied 30 Lt Houses & have five more to Supply

Sunday 7th March 1847

Lying in the Bay of St Louis Blowing & Raining Wind from E to SE got under way Down of the Bay [illegible] in a Squall to Anchor again thunder Lightning & Rain has been through the Day & night

Monday 8th 1847

This Day has been Very changeable weather & weather but fine Especially the Weather foggy at intervals through the Day with Short Heavy Showers Blowing a gale of Wind from E & then SE got under way from Bay of St Louis as soon as the fog lightened up at 8 am & beat up to Pass Christian & then to our Schooner & got along Side at noon Joining the Schooner New York C. Jamison Master paid him 110 Dollars for his Charter for carrying the Oil & apparatus Sufficient to Supply one Light House on the Rigolets & 5 on Lake Ponchartrain we have been absent 9 Days this evening which is three Days longer than last year we just had time to get on board of our Schooner & [illegible] her before it came on to blow a gale from the East if we had been one hour later we Should have been obliged to have gone back to the Bay of St Louis again at [illegible]. Blowing & Raining

Tuesday 9 March 1847

Still Lying off Pass Christian All the Day foggy Wind from E to E S E & S E

Wednesday 10th

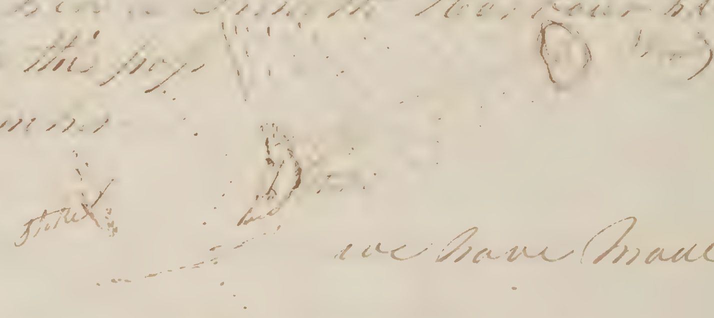
All the Day Foggy Wind at E to S.E. at 8 P.m Lightening from the N

Thursday March 11th 1847
this Day foggy untill 11 am Wind at E SE
got under from Pass Christian at 7 Am
& beat about 4 hours towards Ship Island Came
to Anchor in 2½ fathoms to wait for the Fog to
Light up to ascertain where we were it lightened up
at 11 Am & found ourselves close on board East
end of Cat Island got under way & beat over to
Ship Island & Came to Anchor in 5 fathoms Sand
Point of West End Ship Island bearing SW ½ Mile
Distant & about one quarter of a mile from the Shore
Blowing fresh from SE went on Shore & got wet
at 5 Pm lightning from do Latter part More Moderate

Friday March 12 1847
Lying at Ship Island Wind South Blowing fresh
& appearance of a Storm at 8 am heavy Showers
of Rain & continued at intervals untill Noon
Wind hauled to the West & began to blow heavy
attempted to get under way but was obliged to pay
out Chain again & let go our best bower anchor
to bring her up at 4 Pm while lying
Wind W.N.W. & blowing heavy her bow lying
in 4 fathoms & her Stern in 2 fathoms Close
on board the Shoal which makes off from the Island
about 1/8 of a mile, we are now lying on the lee
Shore & cannot get under way Wind (&c) untill it Moderates
or a Shift of Wind

Saturday 13th March 1847
Lying at Ship Island from Midnight untill 10 Am
Blowing fresh from NNE at 7 Am got under
way & Sailed out of the Pass Crossed the Bar at 8 Am
the finest pass to Sail out of on the coast bring the
Sand point to bear do & Steer South ½ Mile then
Steer SE by E if an Ebb tide & a flood tide E SE to clear
the Chandelier Islands off the [illegible] the [illegible] Point
about 2 Miles began to haul to the Southward Say SE
to SE by S. [illegible] the [illegible] Island

Which course will carry you to the E. [illegible] [illegible]
[illegible] at 4 PM Made a Ship ashore) to South [illegible]
Franks Island L House bearing [illegible] E. [illegible]
[illegible] to leeward) the Boat [illegible] taking [illegible] of the
Which was on Shore & had) run on Shore the Night previ-
ous by Neglect of the the Pilot but Learning She was a
large english Ship & there was no pilot Boat out & Night
approaching & the appearance of a heavy [illegible] [illegible]
[illegible] Give of the Ship to see if I could obtain a pilot but
could Not but told me to run down & bring the L H
to bear [illegible] & came to anchor in 6 or 7 fathoms & let-
ting Signal for a pilot we did So & Soon the pilot
Boat came down & put a pilot on Board just at Dark
got under way immediately as we were Just to the Bar &
Soon we were inside [illegible] [illegible] [illegible] having
only Carrying 9 ft in the pass
[illegible] came to Anchor
at the Balize 2 miles
above the L House



we have Made a
good run to Day

Sunday March 14th 1847
Laying at the Balize Blowing heavy from N.E.
the Steam Boat came Down to Day from
N Orleans went on Shore & put Several Letters
[illegible] to go up from the Steam [illegible] [illegible]
[illegible] got a News paper of Saturday 13th
[illegible] on board) & held a Meeting in the evening
[illegible] the [illegible] Pardon & forgive my Heavenly
Father all Thou has seen Amiss in thy Servant
this Day

Monday 15th fine pleasant weather
Blowing at ESE [illegible] & Clear got under way this
Morning after going on Shore & buying 1 Bl flour
[illegible] [illegible] [illegible] at 9 AM [illegible] down &
came to anchor abreast of the L House came to
anchor in 2 fathoms water & supplied the L House
with a [illegible] Days [illegible] [illegible] [illegible] the Boat
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] throw it out

of the Long Boat & then haul the casks through the Grass a long distance by ropes & then raft them & tow them up the Bayo to the Landing got through at Dark & then have to raft & tow the casks back Which took us untill 11 PM

Tuesday ~~Wednesday~~ March 16th 1847

All this Day light Winds from SE & a strong Current running Down River at 1 PM got under way Set all Sail at Sunsett come to Anchor about 4. Miles above the Balize

Wednesday ~~Thursday~~ March 17th 1847

got under way at Day light Moderate Breeze from SE at 10 Stiff Breeze at 10.30 arrived at the head of the passes & come to Anchor above the Middle [illegible] in 3 fathoms Soft Bottom got our Supplies into the Boat to Supply South pass L H & started at 1.30 PM arrived at the Light put on the repairs on to the Lamps give the usual quantity Oil got through & started Back for our Schooner at 4.30 & arrived at 9 PM we have sailed all the way back without rowing [illegible] the Day

Thursday ~~Friday~~ 18th March 1847

begins with Light winds from E & pleasant [illegible] ~~all Sail set~~ got under Way Just before Day & Sailed with S.W. pass & took a strong current down & arrived & come to Anchor at the Mouth of the Bayo which leads to the L H at 9 am Went on Shore & Supplied the L.H. put on the repairs on to the Lamps got through at 5 PM [illegible] Mrs Hill & her Mother Mr Holbrook well [illegible] a strong decent Woman looking for her coming Lord & Wants to See him & giving his speaking [illegible] & Drank tea with the family & prayed [illegible] them

Friday 19th 1847

All hands employed in Stowing the [illegible] pumping Oil & getting Wood at 4 PM have [illegible] got under way to proceed out of the pass [illegible] on the [illegible] after getting out [illegible] 6 miles [illegible] at 8 PM the Light bore E 15 Miles distance from which I take My Departure at Midnight nearly Calm in 7 fathoms of water heavy Swell heaving from East

Saturday 20th March 1847

this Day has been a Changeable one, in Respect of Wind & weather from Calms to Squals then Moderate then heavy Winds attended with Rain at Day light found ourselves abreast of Ship Island in 6 fath Steering NWly & at 10 past Ship Island Shoal of was breakers high ~~[illegible]~~ we past about 3 Miles to leeward to the North of them Ship Island in sight of the fire Yard) bearing about SSW. the tip of the Shoal bore about 2 Miles & shoaling with 3 fathoms then 1 fathom [illegible] with 2½ hauled up W. Wind South kept edging off & on the Shoal untill we past it untill we struck [illegible] Bottom 2½ fathoms the kept of S.W. [illegible] [illegible] noon Made the Land to the E of Point [illegible] about 3 Miles distant at 1.30 PM came to Anchor the L House bearing N.E. nearly at 3 Miles distance it now came on to blow & Rain Hard ~~they~~ let go our best bower Anchor with a heavy Swell heaving from [illegible] at a head of Rain that blow tremendiously

Sunday 21 March 1847

Laying 3 Miles from Point Aufer L. House. all the Day fine Delightfull Weather wind varying from SW back to South at 7 AM a pilot con down [illegible] & Mr Curtis the Chief Pilot come on board & I gave him 4 of Elder Hale pamphlets upon the coming [illegible] & the Consumation of the World. held a meeting in the Cabin at 2 PM all atend but 2 of the Sailors Cushing & Edward.

Monday 22d March 1847

Cool & Middle part pleasant Weather latter part Showers of Rain. Early this Morning [illegible] on Shore [illegible] the Light House with Our Pilot on [illegible] Star [illegible] [illegible] returned on board) got under way at 3 PM for [illegible] [illegible] Bay L House

Steerd) WbyS untill untill ½ past 3 then WyS deepning from 10 ft to 2½ fathoms at 5 do. at 6 Wly do Sailing about 4 Miles pr hour at 8 we made the Light of the fire Yard & in 3 fathoms bearing WbN Steerd WbN half an hour untill it bore S.W then S.W by W untill it bore S.W then Run for it untill we got into 2 fathoms Soft Bottom & came to Anchor at 10 PM Suppose that we are about 8 mi from the Light House Calm the remainder of the Night we have now arrived with the Schooner in Sight of the Last Light one that we have been anxiously a looking for, O how good the Lord has been to preserve us & bring us to our Long journeys end & how charm as it were hang over us although we are a Month Later than usal in consequence of Head Winds &c Still we have arrived Safely I have held Several Meetings on Shore Since we Left home & likewise on board & would have held more on board but it appears that Sailors appear verry little concerned about their immortal Souls & you cannot convince them that the coming of Lord is so near well Daniel says the wicked shall not understand but the wise shall understand. O God My Heavenly Father help thy unworthy Servant to live Humble & circumspectfully before the that he may enter into that rest that remains for the people of God

Tuesday 23d March 1847

from Midnight untill Day Light calm & a heavy Black Cloud in the N appearance of a heavy Squal at 6 am it came to blow verry heavy Attended with Rain continued blowing untill Noon when it moderated a little found that we are 10 Miles [illegible] from the L.H the hammock of Live Oaks bears [illegible] from one Schooner [illegible] [illegible] at 1 PM [illegible]

got under Way & beat towards the L House
& came to Anchor with the Live Oak hommock
bearing N E by E about 3 Miles & the L House bearing
S by W about 4 or 5 Miles distant in 11 feet water
Soft Bottom at 3 PM. Light Breeze Winds
& pleasant weather So ends the Day

Wednesday March 24th 1847

pleasant Day Wind Changeable Sailed early
in the Morning with our Large Boat & Supplies
for the L House at Vermillion Bay arrived at 7 am
soon got our Oil on Shore it being easy to land
& Supplied the L H. took Dinner with the Keeper
& family, at 1 PM leaving from thence [illegible]
[illegible] at 4 more Moderate Wind at ESE
at 10.30 arrived on board we have now Supplied
the Last L House on the Southern Coast of
the U S States of America in number 34 from
George Town. S C. to this Vermillion Bay L House
[illegible] Key Biscay west & Cape Florida not included
there is no Light House in Texas which I was
not [illegible] untill at Mobile & was informed by a Capt
of a Schooner just from Galveston.

Thursday March 25th 1847

All this Day Very Changeable Wind & in the
Morning Thunder & Lightning Stowed away every
thing belonging in the hold put the Log Book in the
Chests & cleared up Deck to be all ready for
a Start when a Wind offers for Home at 7 PM
[illegible] heavy Squall of Wind & Rain from the South
[illegible] turned a tremendous gale So ends the Day

Friday 26th March 1847

The first Part of the Blowing a heavy gale gale
from N W to Daylight Clear Sky at 7 Am
called all the Sailors into the Cabin read the
[illegible] [illegible] reminded them of the great blessings
[illegible] that has bestowed on us in bringing
[illegible] which should fill
[illegible] giving for the

Same we then had prayers to return thanks
to God for Blessings conferd upon us for mer
cys past & that God would still protect & guid
us on our homeward bound & carry us there
in Safety, O thou Great & Blessed Spir
that has guided this unworthy Servant so
Long on the Tempest Ocean of time & has
brought him out of so many dangerous
seenes. be pleased to still preserve while
Sailing upon the ~~the~~ great Deep & when
Dangers are near Still encircle him in the
arms of mercy & in thy own due time Carry him
& his Little Bark Safe on board to his own direct
& thy Great Name shall have all the praise —
Sat 8 am weigh'd Anchor & Sailed from the last
Light House in the Unt States Vermillion
Bay about 150 Miles to the Westward of New
Orleans Steerd E.S.E. & S.E. about [illegible]
untill we past 5 Shell Islands which [illegible]
the Live Oak Hammocks S.W. by W & from [illegible]
Light House N.W. by W 15 miles when abreast of
them you can just discern the Live Oak Ham[illegible]
on top of our Weather head. after passing them S[illegible]
E B S at 1 PM made Point aufer L House [illegible]
N E by N just Sun at Dusk we have been [illegible]
in 3 fathoms Soft Bottom ever since [illegible]
the Shell banks, we now Change our Cou[illegible]
to get Soundings on Racoon point Sho[illegible]
Steerd S E at 3 PM struck the edge of th[illegible]
in 2½ hard Bottom run with 2 fathom [illegible]
S S E to S E by S th E S E & Crost the Shoal [illegible]
Deepend into 5 fathoms Soft Bottom [illegible]
half an hour then Shoalend into 2½ & [illegible]
Small breakers ahead Jibe Ship & hauld
run about half an hour deepend into 2½ [illegible]
then Jib Ship & kept off S E run 3 mil[illegible]
then E S E & Soon began to Deepen [illegible]
4 fathoms this Shoal that we have Crost [illegible] Ship
Island Shoal which bears S S W from [illegible]
about 14 miles Out we take our [illegible] from
this Shoal for the Tortugases at 5 PM. [illegible] 7
Miles pr Hour Steering East & bound Tortugas [illegible]

Saturday March 27th 1847 bound) for New Bedfo
from Vermillion Bay Light House - - - -
At 5 PM took My Departure from Ship Island)
Shoal Steering East in 4 fathoms water Stiff
Breeze from N.N.W all Lower Sails Set with a
Single Reef Topsail Sailing 7½ Mile In Hour. a clear
Sky at Midnight blowing fresh Sailing 9 Miles pr hour
At 3 am Wind increasing Reefe Mainsail & Foresail) Flying Jib
the Day ends in breezes More Moderate & fine pleasant
weather spoke a brig Standing to the westward) Latt 27.55
we have Sail 173 Mile on an East by Compass & have
Made E S E Show a Strong Southerly Current Long 88.30

Sunday 28th 1847

All these 24 hours Delightfull Weather Winds from
N.N.W to N.N.E Steering East we have Saild this
Day 166 Miles Latt by Obs 27.09. Long 85.35

Monday 29 March 1847

All this Day fine Clear Weather Moderate Wind) &
Variable from N.E to South we have Made Our course
S S E Distant 70 Miles — Latt by Obs 26.05 Long 84.42

Tuesday 30 March 1847

All these 24 hours Warm Delightfull weather
Winds Light & Variable from S.S.E. to E.N.E to tack
Ship as occasion required) at 5 PM Spoke Brig
Rebecca C Fisher of New York from New York 14
Days from there bound) to Pensacola at 8 am
got Soundings got bottom in 30 fathoms we have
been Standing by the wind) & heading up N E by E since
[illegible] am & Noon Latt. Obs 26.10. Long 83.10 Sounded)
in [illegible] fathoms Sand) with black Specks. one Sail in Sight

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Wednesday 31th March 1847

All this Day a Clear Sky Light Wind Varia
from E.N.E. to S.W a Short time then Calm Latte
part Light breeze from E.N.E & from 25 to 30 fathoms
[illegible] Coarse black Specks we have Made but little
headway these 24 hours Latt Obs 25.22 Long 82.50
Smooth as a Millpond) So ends this Day we are now
[illegible] Miles from the Tortugas bearing S by W - & Key West
bearing [illegible] pr [illegible]

Thursday ~~March~~ April 1th 1847 . Schooner
Gazette bound to N Bedford from Vermillion
Bay — Thursday April 1th 1847 — — — — —
all this Day delightfull weather light Winds
& variable from N E by E to N N W Sailing toward
Key west in 25 fathoms water at 6 am 15 fathoms
at 7 am made Land ahead & Supposed it to be
Key West but on approaching it proved to be Boca Grande
which is the the Westernmost Key untill you come to
the Tortugas — after running Near the Boca Grand
Key hauled up but could Not fetch into the North
passage without making Several tacks Stood
into 2 1/4 fathoms back of the Mangrove Islands
at Noon we were 4 Miles to the E N E of the Light
at 2 PM crossed the Bar close in board of the Boy
left it on our larboard hand & Stood for the Light
Boat took a pilot at the Same time by the Name
of Simon Frow which brought us down the N E
Channel Arrived at Key West at 4 PM furled
Sails So was there 36 Hours

Friday 2d April 1847

this Day fine pleasent weather & a clear sky
Lying at Key West agreed to take Nine passengers
Which has been residing at Key West or have been there
for some time past one of them a Baptist preacher
by the Name of W. D. Doolittle & has been preaching
here this Winter & Miles B. Doolittle his brother
J. H. Brooker likewise a preacher. belonging to Mister
J. C. Clapp Merchant Wm. V. Dunnisberry; Lewis Arteaga
minor. Cabin J C Houston. Henry Mc Lucas,
Benjamin Tonison . at 9.30 Weighed Anchor & Sailed
at 11 Am passed the Bar at Noon 3 Miles from
it Light wind from North So was there 12 hours
& Sea account begins

Sat 3 Appril 1847.

begins with light airs from the N & a clear sky
all Sail set by the Wind Steering E & E by S at
6 PM Key West bore W by N 20 miles of, Just see
it from Topsail Yard Middle part Moderate
winds variable at Day light 4 Sail of vessels in
in Sight at 9 Am tacked Ship to the N at 11 Am made

the Florida Keys Key Larrus Latt Obs 24.43 N

Sunday April 4th 1847

begins with fine Pleasant Weather at 1 PM Spoke an Hermaphrodite English Brig from the Havannah Her name was G. Deane of Jersey, bound to Liverpool England at 2 PM tack Ship to S E Light airs at 4 PM tack Ship to the N b E lost Sight of the Keys at 6 tack Ship to S S E at Midnight tacked to E N E at 2 fine breeze from S E at Day light 8 Sail of vessels in Sight soon them all out of Sight by Noon — our distance ran is only 79½ Miles ~~we have made~~ Latt Obs 25.36

Monday 5th April 1847

All this Day fine delightfull weather Wind of E to S S E Steering N all Sail Set at 7 AM Several Sail in Sight we have Sailed with the Current × L ~~28.34~~ 28.36 have made a distance of 180 Miles

Tuesday 6th

All this Day clear delightfull weather Wind from S S E to W & Back again to S S E then West & back to W S W Latter part quite a heavy beat Sea we have Sailed 162 & have made 190 Miles diff Latt a strong current has been with us Latt Obs 31.43. we have Steered N by E to N b E

Wednesday 7th 1847

All this Day Stiff Breezes & Gales from SW to NW. Midnight Sailing 10 Miles pr Hour we have Sailed pr Log 196 Miles this Day on a NE by N Course at 7 AM Sounded in 30 fathoms Latt Obs 24.04 fine Pleasant Weather

So ends the Day

Thursday 8th All this Day fine delightfull weather wind Light & variable & Calm we have only made 69 Miles distant to Day which bring us in Latt by Obs 25 15 Cape Hatteras bearing West & just on the edge of Soundings

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